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MOTOCROSS ACTION MAGAZINE

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WHAT THE RIDER REVOLT HAS WROUGHT

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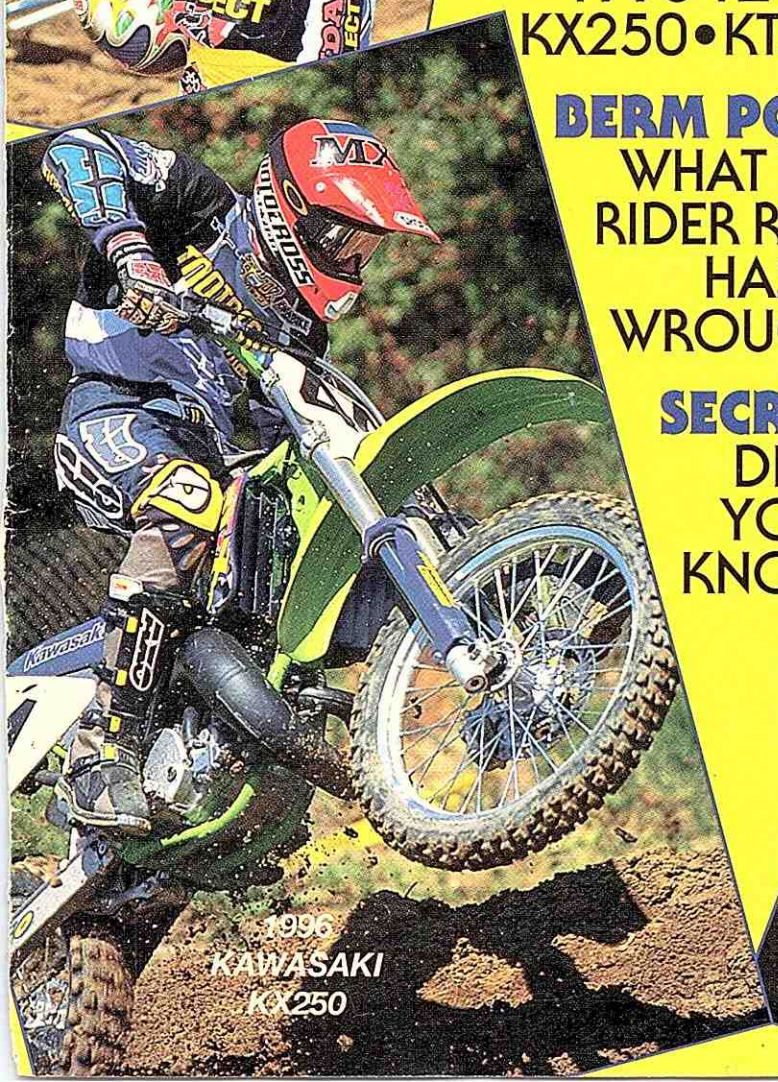

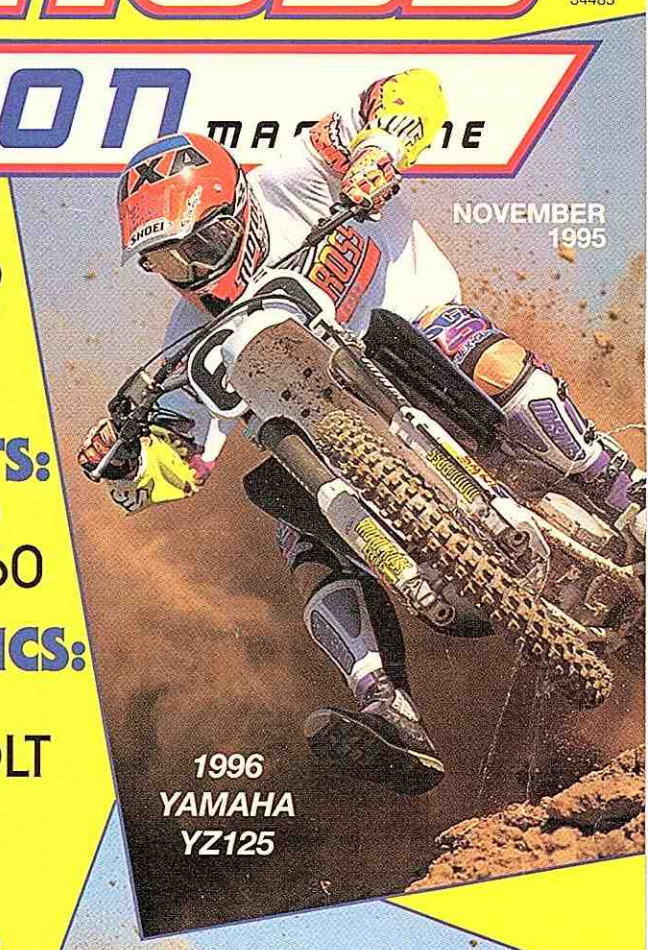

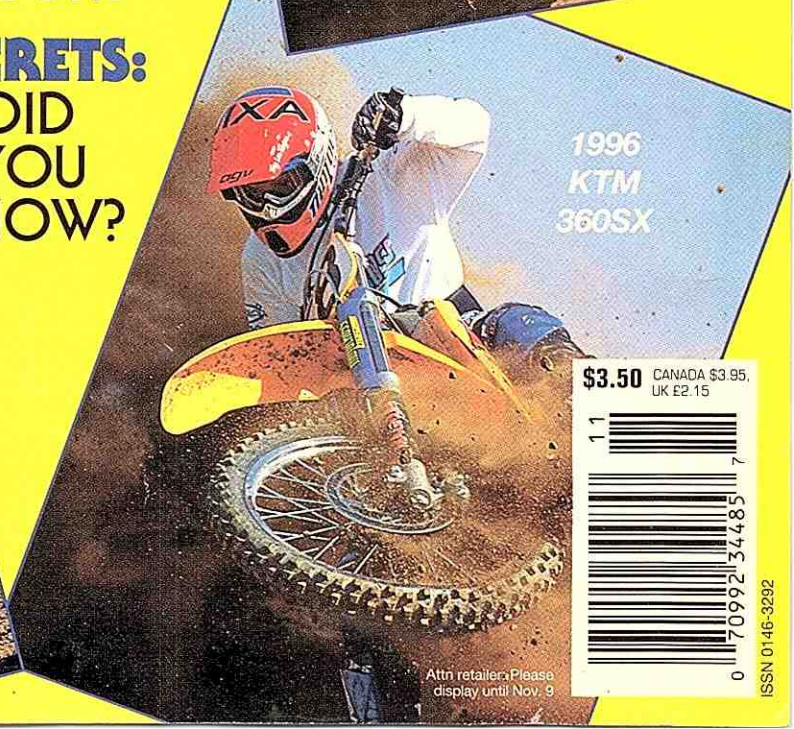

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OF

THE

FITTEST

FORMA

FOX

Top Left:
Buckle locking system

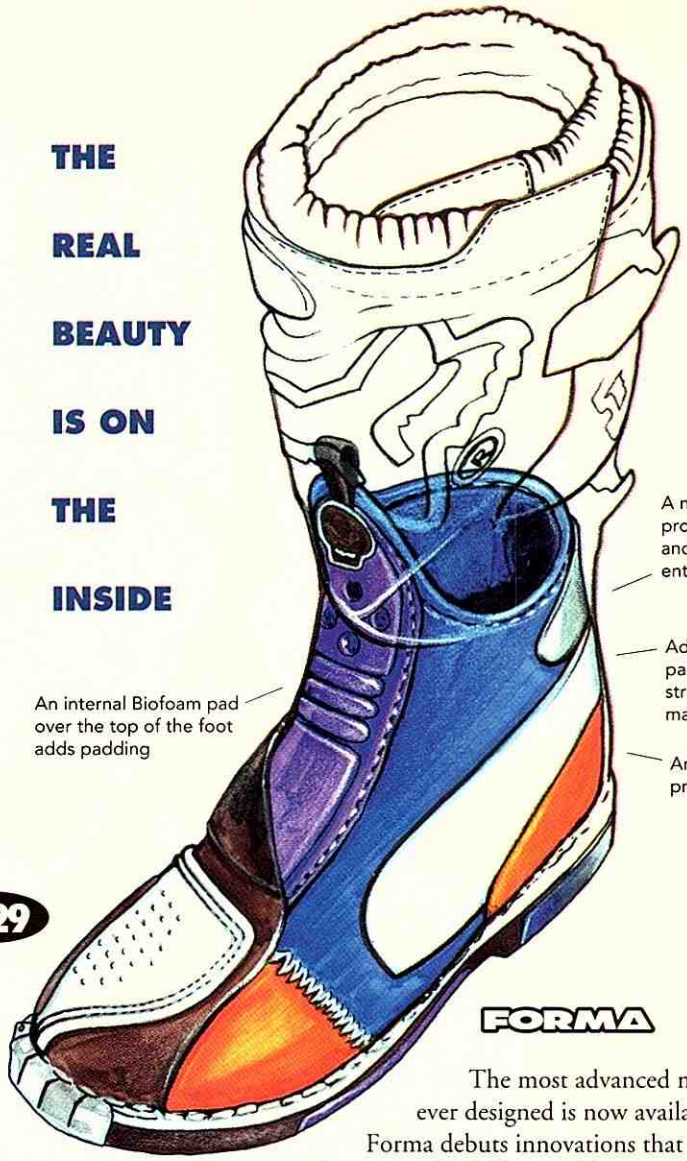
Top Right:
Non-slip sole

FORMA

Bottom Left:
Dual-compound inside plastic

Bottom Right:
Arch support over-strap

THE REAL BEAUTY IS ON THE INSIDE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Additional foam padding is placed at strategic areas for maximum performance
An internal heel counter provides lateral stability
An internal Biofoam pad over the top of the foot adds padding

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FORMA

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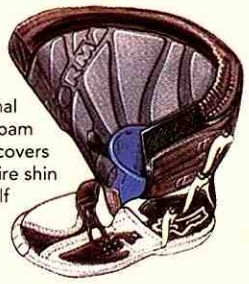

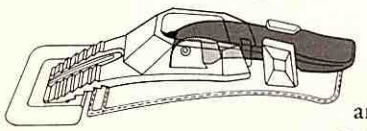

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70 Yellow

72 Steel

71 Glo-Red

73 Forest

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READER'S CHOICE

Fox 360° pants were selected as the #1 choice in surveys among motocross riders

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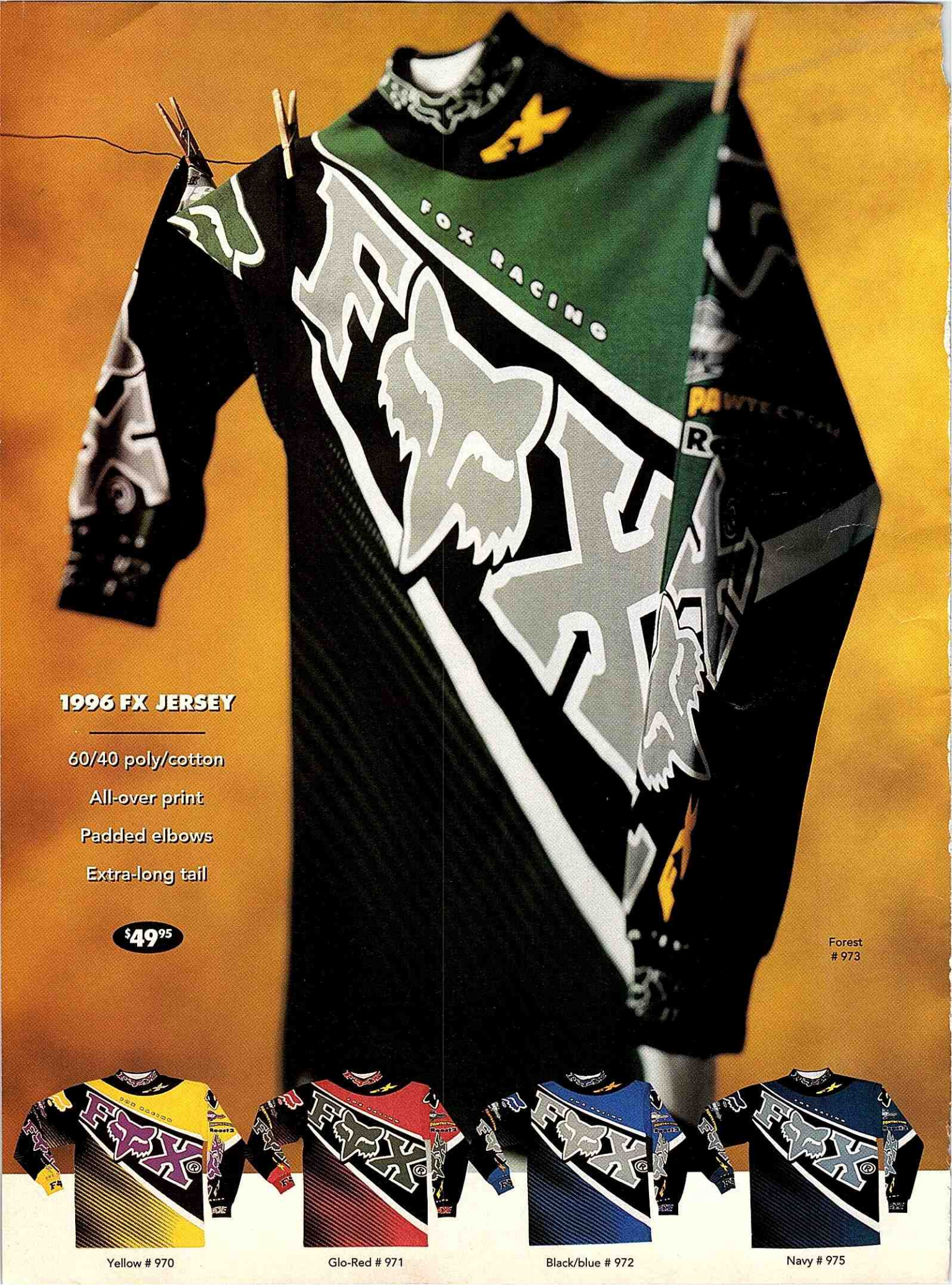

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JODY'S BOX

By Jody Weisel

❑ As you probably already know, my motocross school, the Famous Motocrossers School, is the largest, most successful and most expensive training program in the history of the sport. It is but a small piece of the fabric that makes up the Jody Motocross Empire. I like to do things in a big way, so when the factory riders struck against the supercross promoters at the Las Vegas Supercross a couple of months ago, I immediately stepped in to fill a void in the promotion, advancement and enhancement of motocross. Having studied the causes of the Vegas riders' strike, I became acutely aware of two things: (1) the riders feel underpaid, misused and abused and (2) the promoters are making lots of money. With this in mind, I decided to promote the "First Annual Jody Pre-Memorial Invitational Supercross." Before rumors start to surface about what took place at the First Annual Jody Pre-Memorial Invitational Supercross (FAJPMIS), let me assure you that this was the highlight of the '95 racing season.

Supercross is the finest spectator sport in America. It offers the action of real motocross without the fresh air, sunshine, green grass, open space, wholesome atmosphere or concerns about rider safety. It is also one heck of a business opportunity!

Sure, we had a few problems with the first event, but that's to be expected. After all, indoor motocross has only been in existence since '72. Give us some time to work out the bugs. Unlike a rider, a supercross promoter doesn't just drive up with a bike in the back of a truck and unload it. Heavens, no. First we hold the race, then we drive up a Brinks truck and load it. They are two completely different things. I admit I made some mistakes, but those cry-baby riders should stop their sniveling. If it wasn't for people like me who are willing to risk thousands of dollars for only an 87% chance of making a couple of million, there wouldn't be any place to race. While it breaks the promoters' code of silence to discuss anything to do with the sport, I would like to take this space to offer an explanation of how things will be better at the Second Annual Jody Pre-Memorial Invitational Supercross (SAJPMIS). For clarity's sake, I will cover the areas in the order that they appear on the Grand Jury indictment.

The facility: Stadiums are hard to book for motorsports. With baseball, football and frisbee golf seasons overlapping, you have to take whatever facility you can get—when you can get it. Anaheim Stadium, Dodger Stadium and the Rose Bowl were all booked, so I arranged to borrow my accountant Murray's garage. When the riders walked the track, they voiced complaints, but once I explained that it was a three-car garage and we could use both the laundry room and patio area, some of them understood. At least, Jeff Emig said he would race.

Yes, it was small, but then so is Texas Stadium—and the riders agree to race there!

Ticket prices: The average spectator attendance for this year's AMA series was about 30,000. At $15 a pop, the return on investment is about half a million dollars. I'm not greedy, regardless of what the district attorney says, and Murray's garage, even with the Genie garage door opener fully cranked, could only seat about 3000 people (sky box seating on the roof went at a premium). To make the nut (that's promoter talk for a hideous profit), I was forced to charge $15,000 a ticket, but we took MasterCard and VISA. I do admit that the printer caused quite a misunderstanding by putting the decimal point in the wrong place, leading many people to believe tickets were only $15. Thankfully, most of the confusion came a month later when the bills arrived in the mail.

The purse: Jeremy McGrath, Mike Kiedrowski and Steve Lamson may claim on their depositions that they thought I was offering a $10,000 purse, but I'm sure that I made it clear I meant a large "Gucci" purse in every conversation I had with them.

Track design: In retrospect, the compromises I made for European riders Stefan Everts and Emilio Zumsquat did hurt the overall program, but to make the track more familiar to the Euros, I put a French cradle phone on the wall of Murray's garage. This would later be raised as an issue because the phone started ringing during the main event, causing Larry Ward to drop out of the race, thinking he had a lower-end bearing going bad. It turned out to be a wrong number.

Greg Albertyn insists that he issued a formal complaint about the track design, but with his foreign accent I mistook it for a Crocodile Dundee imitation—for that I apologize (and also for that apartheid joke). I admit that the track was a little one-line-ish and the take-off ramp over by the washing machine could have been a little shallower, but most promoters would have been pleased as punch to be able to control dust as well as we did at the FAJPMIS. We accomplished this by closing the garage door (bless that Genie).

Taking the knowledge, experience and threats from last year's race into account, next year's race promises to be even better. I am currently in negotiations to hold the event in one of the finest facilities in the country. Concession stands, free parking and restrooms are on the premises. The proposed track, to be landscaped in gasoline-resistant plastic plants, features the most challenging terrain west of the Pope's living room. You are cordially invited to attend the Second Annual Jody Pre-Memorial Invitational Supercross in the recently renovated Jack-in-the-Box on the corner of Seventh and Sierra. Please send ticket requests to SAJPMIS, P.O. Box 957, Valencia, CA 91380-9947. ❑

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ON THE MAINJET

By Roland Hinz

❑ Where money is involved, there are always going to be haves and have-nots. Motocross is no exception: one manufacturer sells more bikes than another; one rider earns more money than another; one sanctioning body draws more riders than another; one track is more popular than another; one promoter is more successful than another. That's competition, and as long as the ethical rules of behavior have been followed, then may the best man win!

A lot has been said, written and acted upon about the riders' struggle with the AMA/AIR supercross promoters. The riders feel unappreciated, both in a personal and financial sense, by the stadium promoters. They have a sense of futility (based on 24 years of being treated as pawns in a game of money one-upmanship). All of this rider anger surfaced at Las Vegas and is rapidly spreading into every dealing that takes place among the riders, mechanics, team managers, factories, AMA and promoters. It's ugly out there . . . and it's going to get worse.

If supercross was the real world (facing the same open competition as Jack-in-the-Box, Burger King or McDonald's), there would be stadium promoters on every corner vying for the favor of the riders, factories, press and spectators. The best promoters, best tracks, best halftime shows, best ticket prices and best payouts would win (in a motocross version of the Big Mac versus the Whopper). Unfortunately, with little or no behind-the-scenes intrigue, supercross has become a semi-monopoly with the majority of proposed '96 races in the hands of one promoting group. Competition, at least for supercrosses dates, venues, sanctions and purses, is non-existent—the result? Angry riders, team managers, factories, AMA officials and, eventually, spectators.

However, there is competition! Competition that tops the "Pepsi versus Coke" blindfold test hands-down. When you compare the AMA/AIR Supercross series to the FIM World Supercross Series, the riders have reason to complain about their paychecks from the AMA series. The World Series takes place in Barcelona, Paris, Tokyo and Geneva from November to December. The total payout for the Barcelona Supercross is $70,500, while the three-night Paris Supercross pays $173,250 in purse money. Meanwhile, the two nights of Geneva pay $115,500. The two-night Tokyo round has yet to announce its purse. Also, the promoters pay all the airfare and hotels for the riders and mechanics (for what is essentially an around-the-world trek). Compare the World Supercross Series paydays to a typical $35,000 AMA/AIR purse. Winning the three nights in Paris would pay $45,000—that is the equivalent of winning nine AMA races (McGrath's AMA season record is ten wins). Jeremy won the World Supercross Series last year, and if he managed to win all eight rounds in '95, he would earn $117,000 in five weeks.

When you throw in the spectacular pre-race and halftime shows, royal treatment of the riders, the prestige of an FIM World Championship and the fact that the World Series has signed contracts with the top ten Americans to race its series, the World Supercross Championships is a thorn in the AMA/AIR promoters' side—a thorn that isn't going to go away.

The AMA Supercross series is still the most important supercross series in the world, but it is not the best-run, best-respected, best-attended or best-paying. If you were a burger joint without superlatives, it would be time to start worrying. ❑

MOTOCROSS ACTION MAGAZINE

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ON THE COVER: Chris "I now know more about you than you do" Hultner captures Jeremy McGrath during a quiet moment. Chris, joined by co-breeder Ed Arnet, snapped photos of Willy Musgrave and "gripless" Larry Brooks aboard the new YZ125, KTM 360 and KX250. Avenger gives us a look at the only line of one-off production bikes available in '96. **ON THIS PAGE:** Chris "wrong way" Hultner etches the look of the Washougal track into our minds.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

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THE VIDEO

Incredible footage of Supercross Champ Jeremy McGrath pulling the biggest Nac-Nacs of his life and Superman-Air jumps at the private Supercross track at Castillo Ranch, California.

Doug Henry and Jeremy McGrath flying up vertical cliff jumps at DeAnza, California.

1995 Nationals footage with all the season's highlights.

Steve Lamson and Robbie Reynard railing the hills around Washougal, Washington.

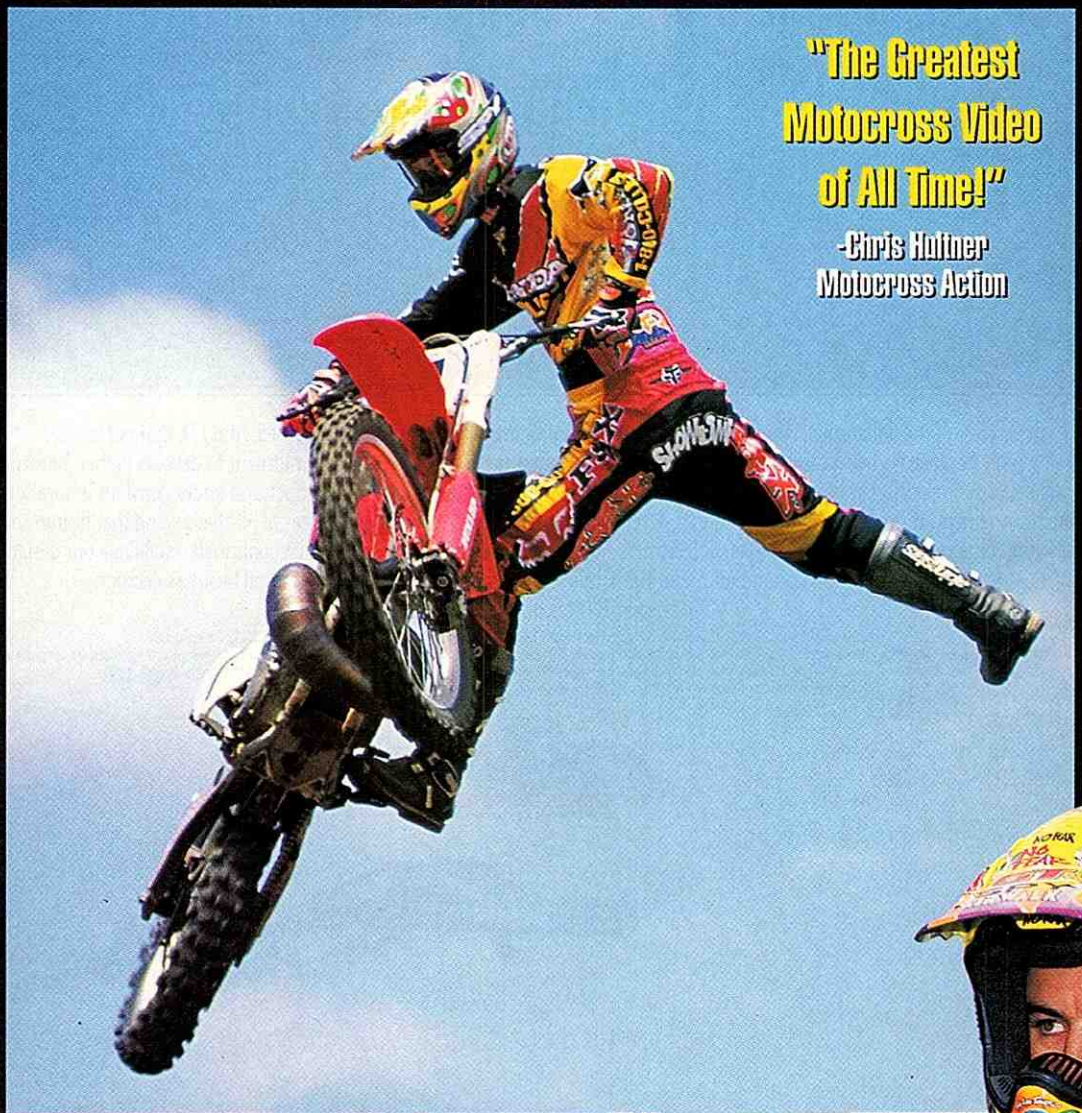
Sick air lunatic Mike Metzger pushing the limits in a crash-filled launch-fest at White Sands, California.

John Dowd and Robbie Reynard in an insane sand blasting performance at the Southwick National track in Massachusetts.

Ezra Lusk and Ricky Carmichael play-riding at a private practice track in Georgia.

Pedro Gonzalez flying the 'Kamikaze' cliff jump at Reche Canyon, California.

World Champion Donny Schmit's icy Supercross track on a frozen lake in Minnesota.



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TERRAFIRMA 2

A FOX FILM STARRING JEREMY MCGRATH DOUG HENRY STEVE LAMSON ROBBIE REYNARD JOHN DOWD EZRA LUSK PEDRO GONZALES KEVIN WINDHAM MIKE METZGER DONNY SCHMIT & RICKY CARMICHAEL

SPECIAL APPEARANCE BY ELVIS DIRECTED BY PETER & JOHN FOX PRODUCED BY FOX PRODUCTION DESIGNER JOHN FOX

MUSIC BY MAD SEASON FACE TO FACE CORROSION OF CONFORMITY PENNYWISE SPRUNG MONKEY

HI-FI STEREO

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MAD SEASON face to face CORROSION OF CONFORMITY PENNYWISE SPRUNG MONKEY

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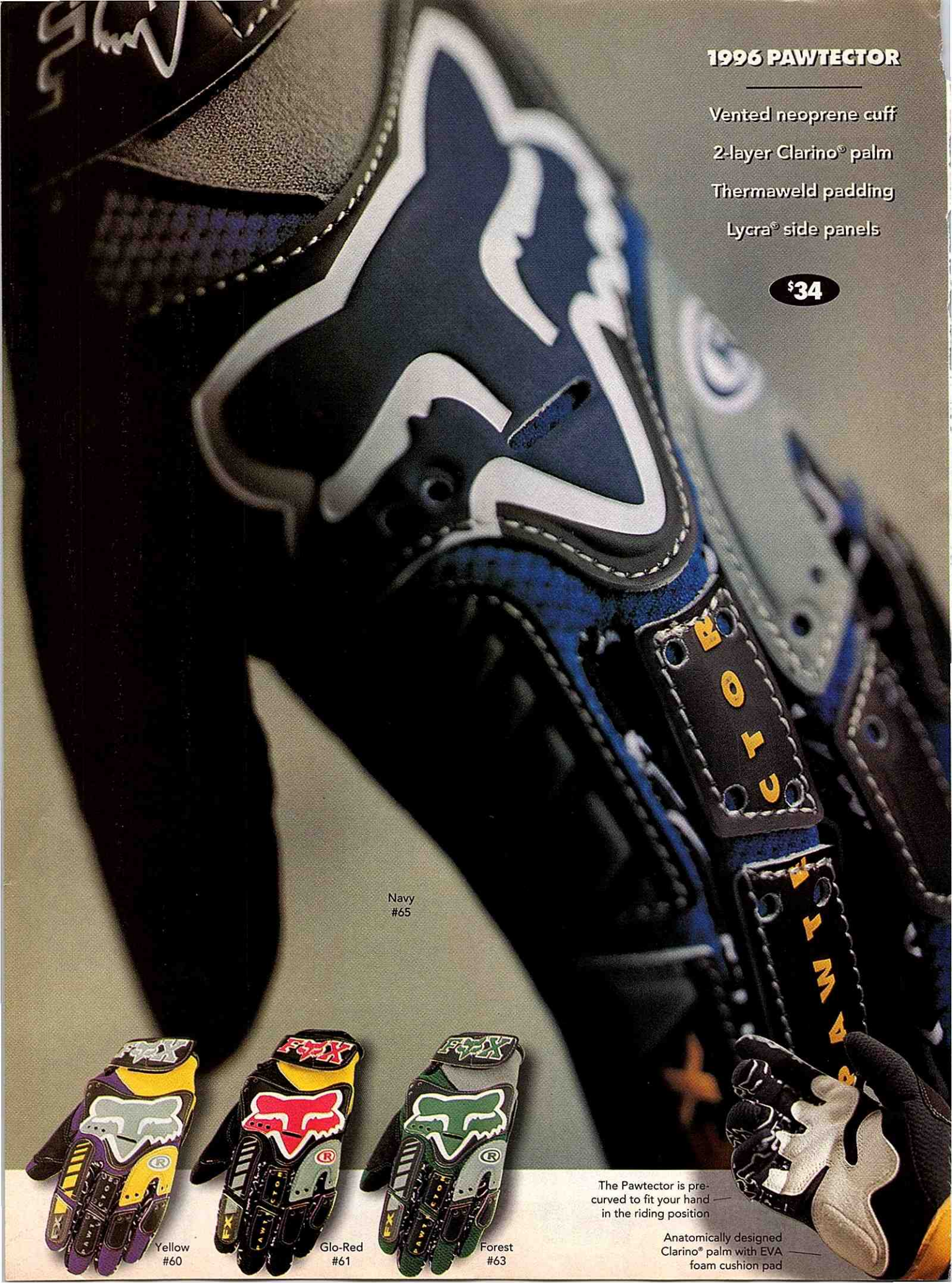
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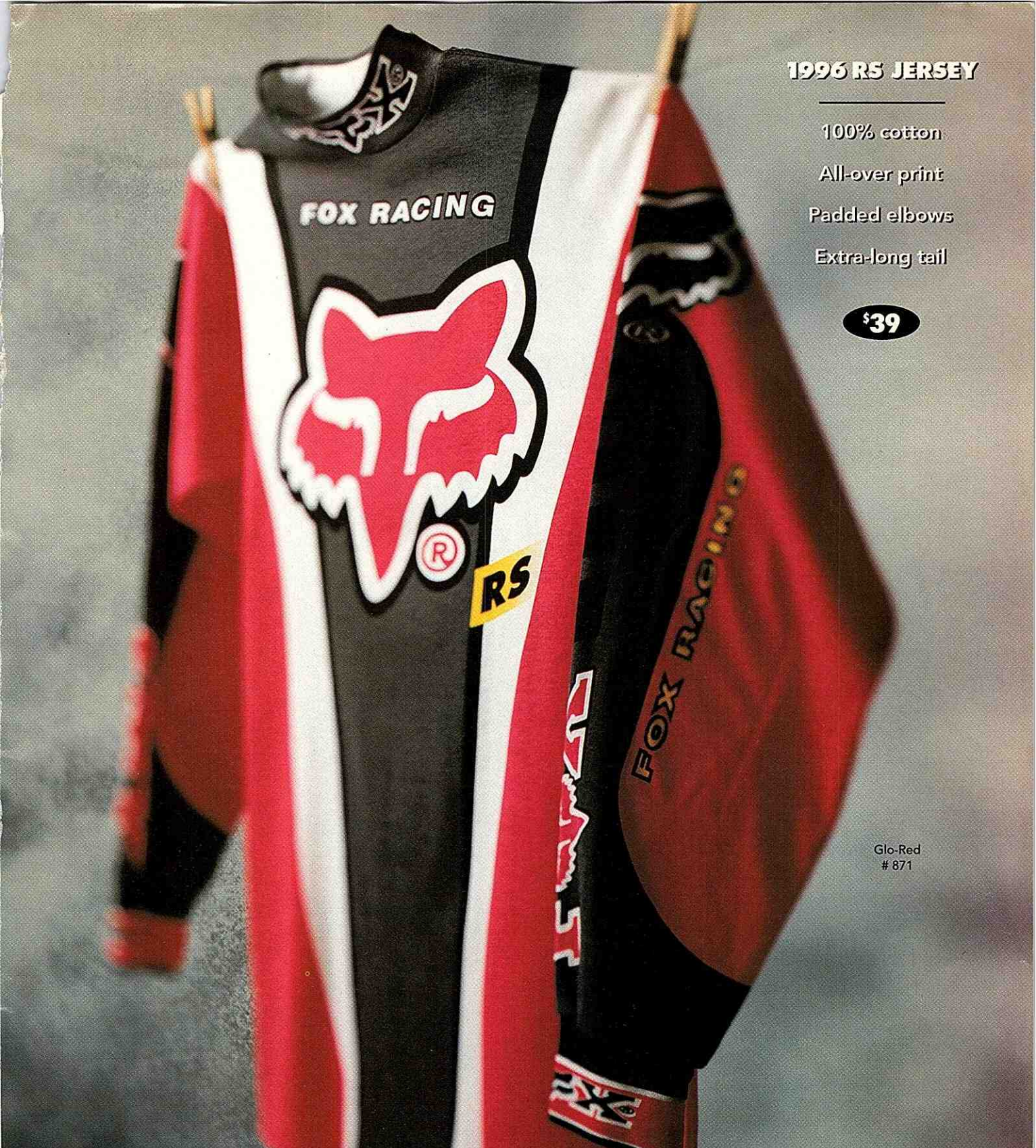

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have the same problem as most riders: the fear of being looked down on, being treated unfairly and blown away on the track. I know that they are not the only two. What needs to happen is for the promoters and the AMA to try to make all these riders *want* to come to supercrosses. They need to introduce new rules, give the riders more practice, keep ultra-trick works 125s out of the 125 class and help the privateers.

Nick Scott
Los Angeles, CA

THE SIMPLE SOLUTION

Dear *MXA*,

Has the AMA ever heard the phrase, "clean house"? How about "throw the rascals out"? Perhaps they could "start over" by getting "rid of the dead wood." What motocross really needs is for the people in charge to be selling burgers at Mickey D's while somebody who isn't as greedy, jaded, short-sighted or narrow-minded takes over. Being a promoter or an AMA official is one step below Department of Motor Vehicles worker on the social scale. Here's a tip! Get involved people at the AMA, then find new promoters (ones who care about the sport, not the money), and only then will you have done something for "the good of the sport."

Alan Schenk
Dallas, TX

TWO UP ON THREE

Dear *MXA*,

I would like to add to the list of how to improve our sport. First, I agree that the local tracks have all gone supercross crazy—*stop it!* Give us real outdoor tracks.

My crackpot idea is to add sidecarcross to the outdoor Nationals. It would give those "30-something," over-the-hill racers a place to continue their careers. It could only add to spectator interest and ticket sales. The AMA would need to start organizing this class to give it public exposure. It could be done and it would be good for the sport.

Richard Myers
Alta Loma, CA

SURVIVAL OF THE FITTEST

Dear *MXA*,

Darwinism doesn't just apply to animal species—it relates to promoters, too. It's not unusual for one species to eat its young. Lighten up—it's evolution.

Gene Bergren
Cambridge, MA

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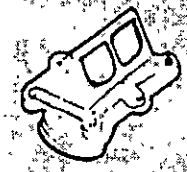

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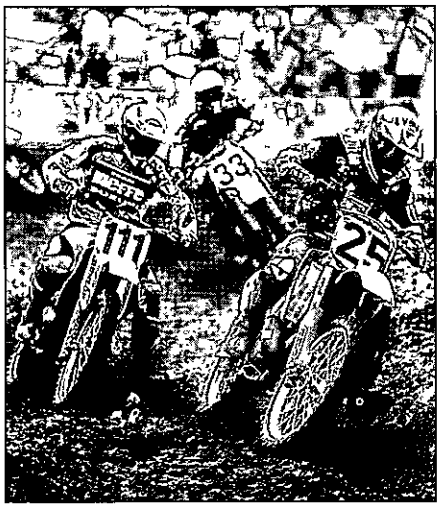

PROPOSALS GONE AWRY

Dear *MXA*,

I was pleased to see the ideas that you had on the S.O.S. theme. Your article on crackpot ideas is exactly what I have professed for years. Three years ago, I went to the AMA Advisory Board with a few proposals. My main concern was the dropping of the 500 class. My proposal was to have a Formula One class. This class would allow 125, 250, four-stroke, any size, multi-cylinder or whatever. Let the people or companies build something worth looking at—exotics. So instead of running a four-stroke championship, leave it wide open. Most of the exotic equipment would go four-stroke, but don't ban the two-strokes for now. Formula One could be run as the support class of the 125 Nationals.

The other proposals I submitted were technical points that would allow previously banned items back into the highest level of racing. These items were different fuel tanks, subframes and swingarms. The first two proposals were adopted, but only after the factory representatives butchered the proposals to benefit them (completely undermining the original intent).

Ted DeVol
Enumclaw, WA

CRAZY, STUPID, CRACKPOT IDEAS

Dear *MXA*,

When I got my August '95 issue and saw the caption, "Crazy, Stupid, Crackpot Ideas That Motocross Needs" on the cover, I expected some really stupid ideas inside. Instead, I found some very thoughtful ones, but there was one that stood out to me. I am 13 and race the 125 Novice class, so 125 Supercross does not affect me right now, but I have two friends who are 19 and want to race supercross. They

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1989-95 RM 80 PIPE	
1985-95 RM 125 PIPE	CALL
1986-95 RM 250 PIPE	
1989-95 RMX 250 PIPE	FOR
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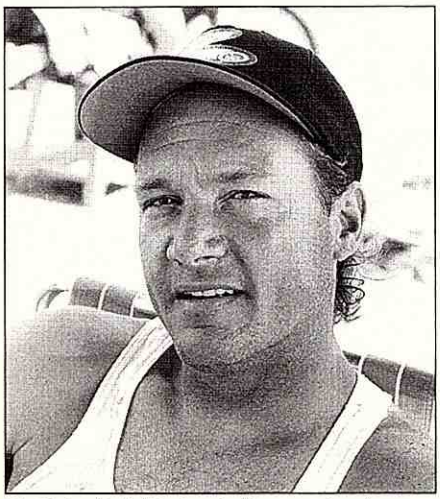
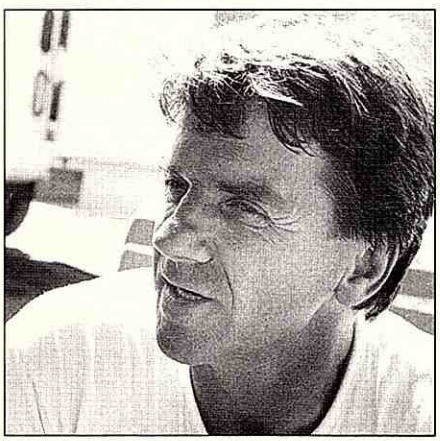
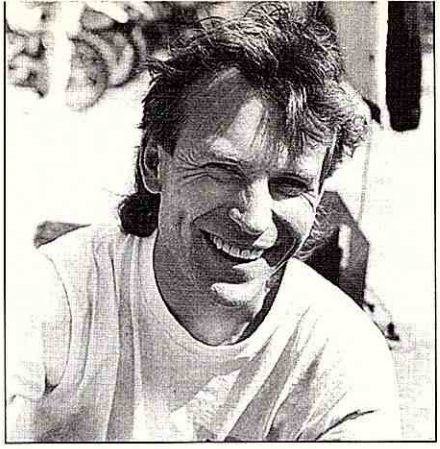


N-Style: Rob Healey is the number baron of motocross. N-Style numbers, decals and graphics are found on many of the bikes on the National circuit. Rob was a pro racer who had to retire because of an inner-ear-related balance problem, but he has recently started racing again in the Vet class.

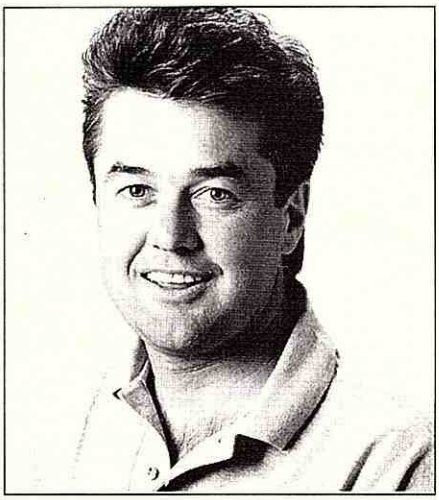


Pettersson Pro Suspension: Stig Pettersson operates PPS out of Placentia, California. Swedish-born Stig and his brother Olle were instrumental in the development of motocross in the '70s. Olle developed the first Japanese bikes while Stig tuned for Brad Lackey during his World Championship season. Stig still races occasionally.

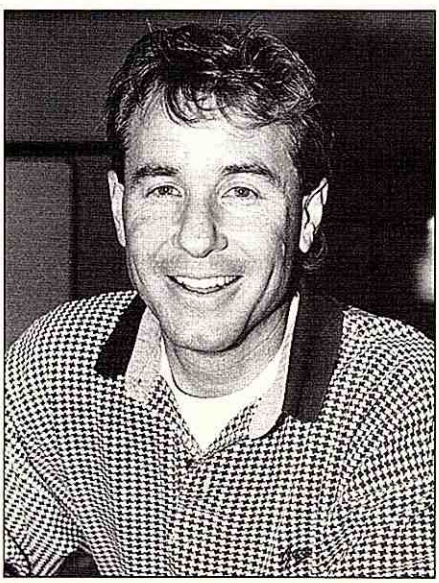
AXO Sports America: Jim Hale and his brother Nick were hotshot Pro racers during the heyday of Indian Dunes Raceway in SoCal. After his racing days, Jim worked for an aftermarket distributor before branching off with the idea to market AXO boots and kidney belts. Jim races both shifter karts and Vet motocross in his spare time. ➤

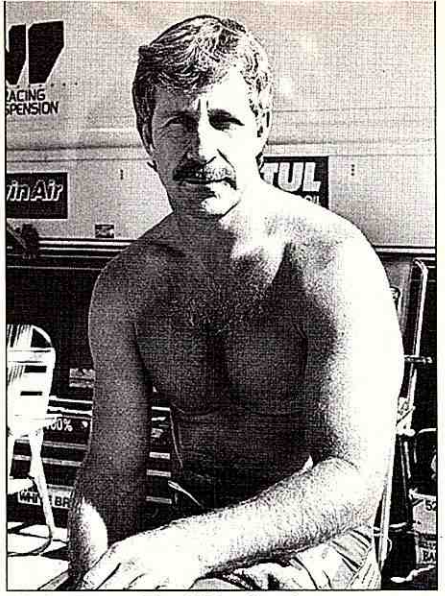


Race Tech: Paul Thede is the analytical theorist of hop-up gurus. When Paul's educational background is mated with his knowledge of motocross, the outcome is more than the sum of the parts. Paul is a former DeAnza and Saddleback Park 125 Pro who has built suspension setups for some of the biggest names in racing. Paul doesn't race anymore, but he's fit enough to.



Pro Circuit: Mitch Payton was the #1 desert racer in '76, but an accident ended his racing days and started his career as a tuner. Today Mitch owns Pro Circuit Racing, is the team manager of Team SplitFire (and previously ran Team Peak and Team Hot Wheels) and has his hop-up products on 80% of the top National Pros' bikes.





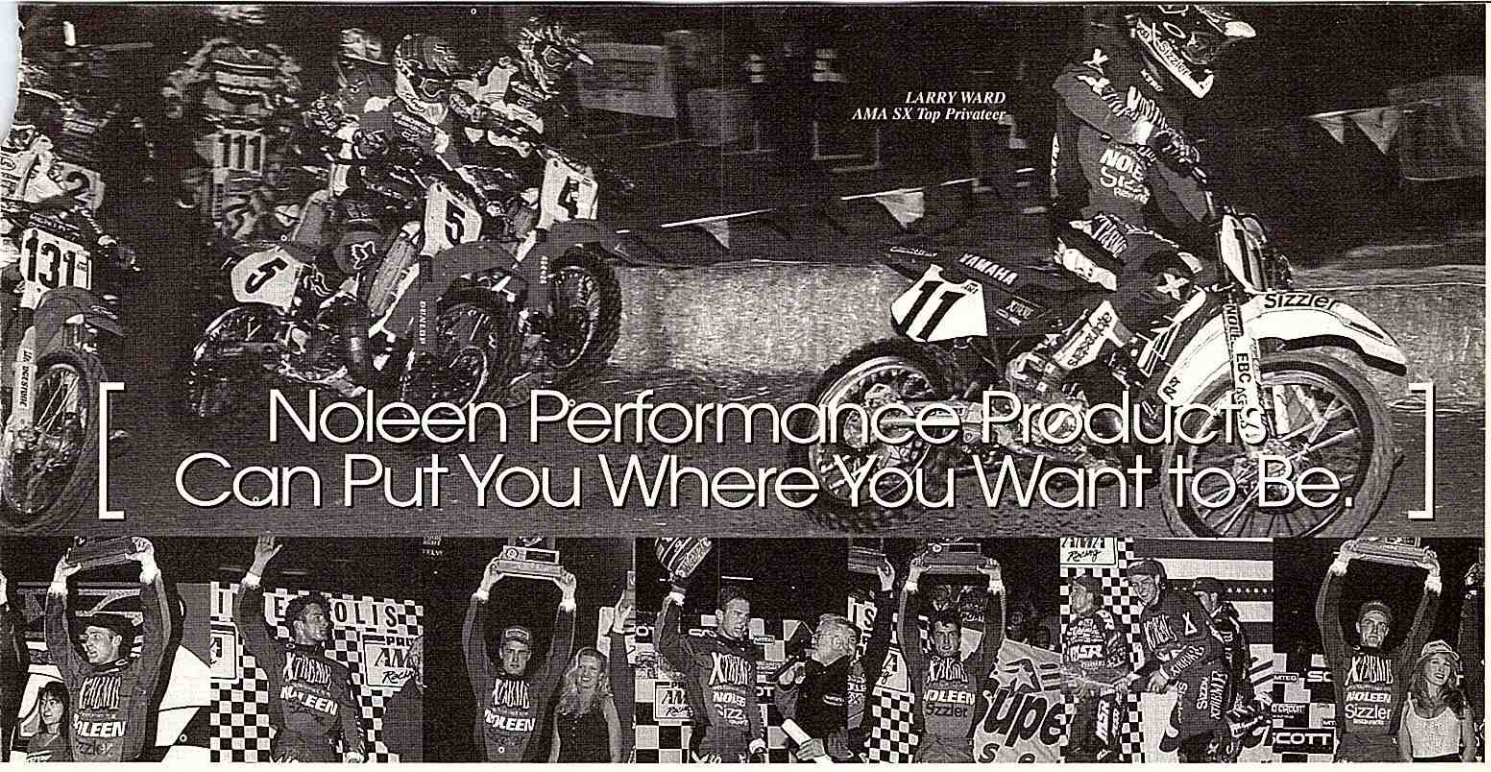
White Bros.: The White brothers are twins. This is Tom, but for the sake of argument, it could be Dan. We know this is Tom because Tom races motocross every weekend while Dan races mountain bikes every weekend. Tom was a former Grand National dirttracker during the days of Kenny Roberts and Gene Romero. Dan tuned his Harley-Davidson.

THE COMEBACK
DAMON BRADSHAW WATCH

• Gainesville	DNS
Hangtown	DNS
High Point	8-40
Budds Creek	5-5
Southwick	40-9
Red Bud	4-4
Troy	8-7
Unadilla	12-7
Millville	12-28
Washougal	17-3
Binghamton	
Delmont	
Overall standing	9th

BE THERE OR . . .
MOTOCROSS ACTION COMING ATTRACTIONS

10/1....Englishtown AMA Fall Cl. (NJ)
10/1.....Southwick NESC Series (MA)
10/7-8.....Starwest Ministars '95 (CA)
10/8.....Lincoln Trls AMA Fall Cl. (IL)
10/8....Middleboro NESC Series (MA)
10/14-15 Sunrise OTHG National (CA)
10/14-15.....Daniel Boone Mega (KY)
10/15..Central Vill. NESC Series (CT)
10/21.....Carlsbad Fall Series #1 (CA)
10/21-22.....Muddy Creek Mega (TN)
10/22....Hollister AHRMA Series (CA)
10/22 Muddy Creek AMA Fall Cl. (TN)
10/22....Southwick NESC Series (MA)
10/28.....Carlsbad Fall Series #2 (CA)
10/28.....Perris Dealer Series #1 (CA)
10/29..Middleboro NESC Series (MA)
11/5.Middleboro NESC Final (MA) ❑



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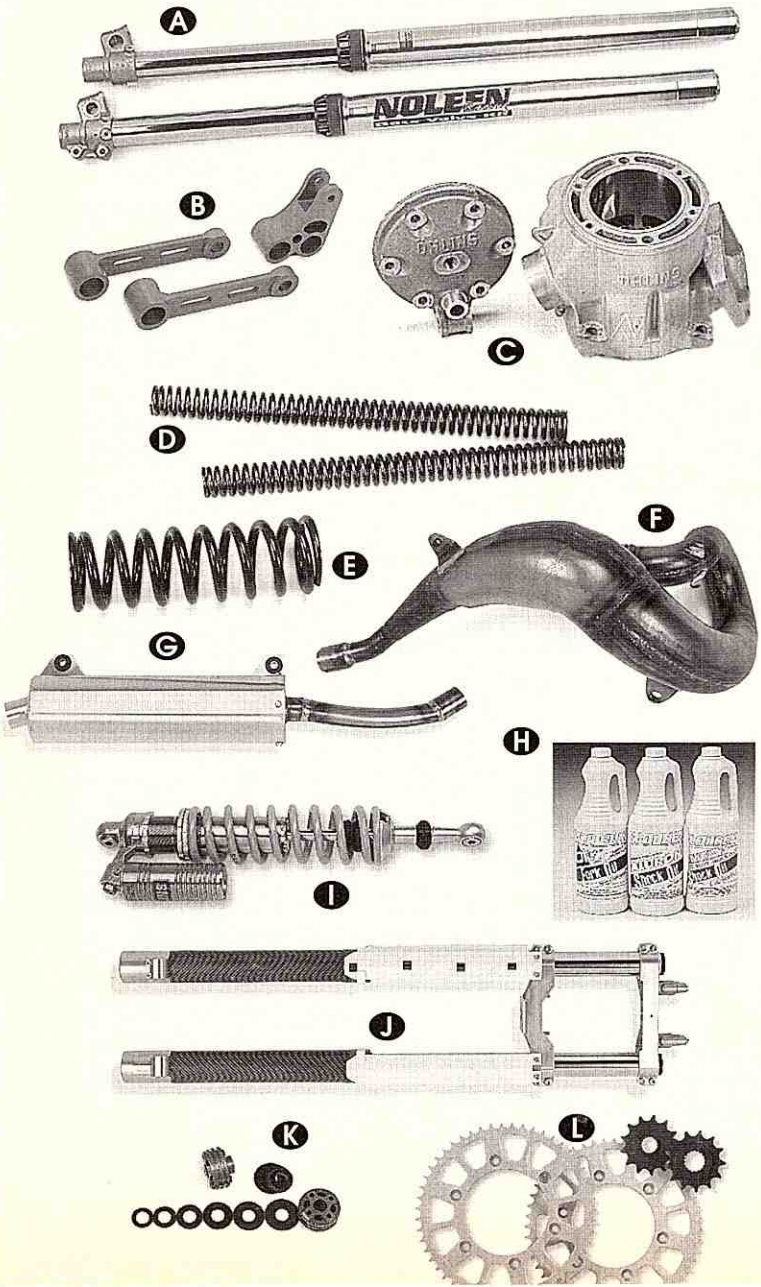

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D Replacement Fork Springs (For all makes – $64.95)

E Noleen Replacement Shock Springs (For all makes – $87.95)

F Pro Flo Pipes We have spent as much time developing pipes for Kawasakis as we have for Yamahas. More power throughout the entire rpm range. ($169)

G Pro Flo Muffler Lightweight aluminum, 100% rebuildable. ($54.95)

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DIRT

SEASON AT A GLANCE
WHO'S DOING ALL THE WINNING

AMA 250 NATIONAL CHAMPIONSHIP

Gainesville .....Jeremy McGrath (Hon)
Hangtown .....Mike Kiedrowski (Kaw)
High Point.....Doug Henry (Hon)
Budds Creek .....Jeremy McGrath (Hon)
Southwick.....Jeff Emig (Yam)
Red Bud.....Jeremy McGrath (Hon)
Troy.....Jeremy McGrath (Hon)
Unadilla.....Mike LaRocco (Kaw)
Millville.....Mike Kiedrowski (Kaw)
Washougal.....Jeremy McGrath (Hon)
Binghamton.....
Delmont.....
Points leader .....Jeremy McGrath

AMA 125 NATIONAL CHAMPIONSHIP

Gainesville.....Robbie Reynard (Kaw)
Hangtown .....Ryan Hughes (Kaw)
High Point.....Tim Ferry (Suz)
Budds Creek.....Steve Lamson (Hon)
Southwick .....Steve Lamson (Hon)
Red Bud .....Steve Lamson (Hon)
Troy .....Steve Lamson (Hon)
Unadilla .....Ryan Hughes (Kaw)
Millville.....Robbie Reynard (Kaw)
Washougal .....Mike Brown (Hon)
Binghamton.....
Delmont.....
Points leader.....Ryan Hughes

125 WORLD CHAMPIONSHIP FINAL STANDINGS

1. Alessandro Puzar (Yam); 2. Alessio Chiodi (Yam); 3. Sebastian Tortelli (Kaw); 4. Jimmy Button (Hon); 5. Dave Strijbos (Suz).

CAMEL/SKOAL TOP PRIVATEER AWARDS

Hangtown ..... Buddy Antunez (125)
Lance Smail (250)
High Point.....Chad Pederson (125)
Phil Lawrence (250)
Budds Creek.....Scott Sheak (125)
Brian Manley (250)
Southwick..... Brian Deegan (125)
Phil Lawrence (250)
Red Bud.....Chad Pederson (125)
Phil Lawrence (250)
Troy..... Chad Pederson (125)
Jean-Sebastion Roy (250)
Unadilla ..... Scott Sheak (125)
Phil Lawrence (250)
Millville..... Brian Deegan (125)
Cliff Palmer(250)
Washougal..... Jason McCormick (125)
Tony Amaradio (250)

(Top privateer money winners: Lawrence, $2000; Pederson, $1500; Sheak, $1000; Deegan, $1000; Roy, $1000; Antunez, $500; Smail, $500; Manley, $500; Palmer, $500; McCormick, $500; Amaradio, $500) ●

Dowdy: Is Yamaha going to sign John Dowd for '96? If not, where will the oldest competitive rider on the National circuit go? Insiders at Yamaha report that Dowd will be dropped or downgraded to make room for Damon Bradshaw and a yet-to-be-signed 125 rider. To find out more about what's happening for '96, turn to page 74.

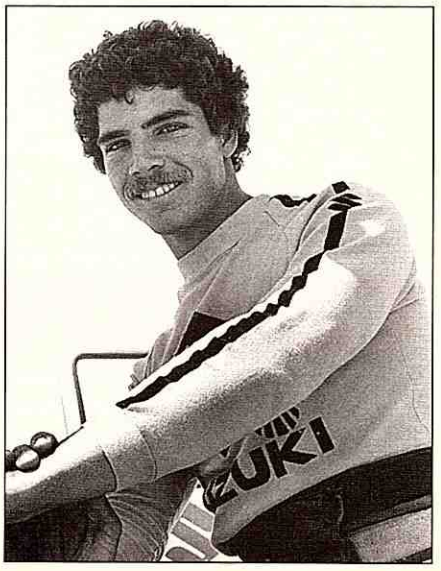
Old shirt: Ignore the Husaberg logo on former 500 National Champion Chuck Sun's shirt; he now works for KTM. The former factory Husqvarna and Honda rider is one of a growing list of past champions who work in the motorcycle industry. Chuck is joined by Gary Jones (White Bros.), Mark Blackwell (Arctic Cat), Roger DeCoster (Suzuki), Bob Hannah (Yamaha), David Bailey (ESPN), Warren Reid (Kawasaki), Erik Kehoe (Honda of Troy) and others.

Godspeed: Bob Elliott, former National rider, long-time Suzuki test rider and suspension technician at Noleen Racing, took his own life this summer. Elliott could have been a National star in the '70s, but chose to stay close to his Southern California roots and work as a Suzuki test rider and instructor at the Suzuki School of Motocross. We will miss you, Bob. ►

Photo by Luc Verbeke

Comeback: This must be the year of the comeback. Damon Bradshaw returned to racing in America while former 250 World Champion Alessandro Puzar was resurrected from the ashes of a couple of disastrous years to become the '95 125 World Champion.

Buttoned down: In his first season in Europe, Jimmy Button ended the 125 World Championships in fourth overall. Button finished behind Italians Alex Puzar and Alessio Chiodi and Frenchman Sebastian Tortelli.



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Mike LaRocco *Paul Buckley photo*

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MAIL ENTRIES

MARINE MOTOCROSS

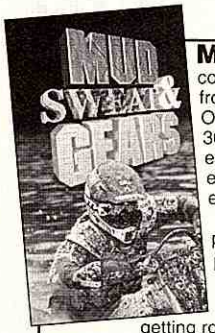
Dear *MXA*,

I just read the article concerning the future of motocross in the August issue. The article proposed expanding the four-stroke series to the National level. One reason for this was the pressure from the EPA on emissions from off-road motorcycles. We should not lose sight of the fact that there is more than one way to address the emissions issue.

As an engineer in the marine industry (as well as an avid motocrosser), I am aware of the low emissions that can be achieved with a direct-injected two-stroke (while still maintaining a favorable power-to-weight advantage over heavier four-strokes). I feel a four-stroke-only series would stifle quite a bit of creativity that could push other power sources of the future. As an alternative to the four-stroke series, I propose an unlimited-displacement, low-emissions series that would require the bikes to meet certain emissions standards (perhaps sound also) before and after the race.

Phil McDowell
Waukesha, WI

MOTOVIDEO JUST WATCH NEW



Mud Sweat & Gears- This video contains some of the most entertaining footage from the Treaty City Peace Pipe Enduro, held in Ohio. With a week of rain, tempratures in the 30's, and weeds mixed with gooey clay provide enough fun for even the toughest enduro riders. It's wall to wall action with flying mud, endos, loops and crashes.

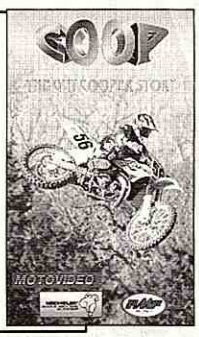
To add to the confusion Mud Queens harass, push and mislead riders through the nastiest plowed fields, swamps, creeks and mud holes you've ever seen. Whether riders are getting soaked at a creek, going over the bars, or getting roosted, it's and unforgettable experience for riders and spectators alike. 60 min. PC080195 **$19.95 +p/h**

MOTOCROSS WIPE OUT-It's Wipeout, the all new motorcycle crash series from Motovideo. Motocross Wipeout, the first tape in the series, features the most outrageous Supercross and Motocross crash footage ever assembled. Wipeout footage has been compiled from the video archives of all the Supercross promoters and from the secret Motovideo wipeout vault. Now for the first time in six years, Motovideo is unlocking the wipeout vault to let you in on the most incredible crash footage ever! PC081404 **$19.95 +p/h**

Buy any 3 tapes and take $10 off your sub-total.
(Before shipping and tax.)

Dangerous with Damon Huffman- This video profiles one of Motcross's new and upcoming riders Damon Huffman. You will travel with Damon to the Washougal National and get some pointers on how to win at this infamous track. Along with race footage you get to see Damon showing off for the camera. There are interviews with Damon's team manager Roy Turner, Roger DeCoster as well as Damon's dad. Get the inside scoop on where Damon came from and were he's headed. This is one tape you can't afford not to buy. PC060295 To be released October 16 **$29.95 +p/h**

COOP- The Guy Cooper Story



Watch one of America's favorite motocross rider as he gives you an inside look at his world. You will travel to his Oklahoma ranch were you will see exclusive footage of his SX and MX practice tracks.

With insightful interviews with Guy as well as his family and mechanics who have supported him throughout his career. You will find out that this is a man who never gives up. "As long as there is gas and motorcycles to ride I'll keep on racing." - Guy Cooper

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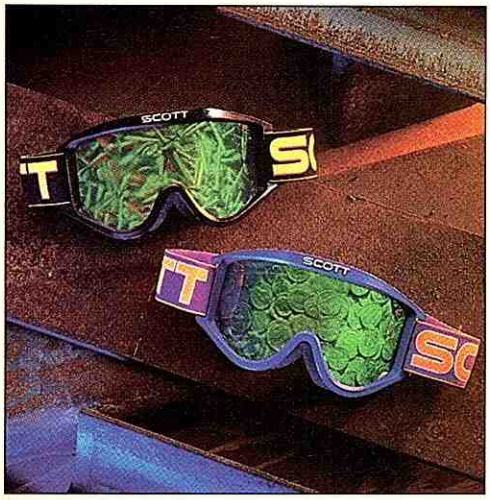

SCOTT HOLOGRAM GOGGLES

Want to completely freak out the guy lining up next to you? Who doesn't? The best way is to slip on a pair of Scott Hologram goggles. Once in place, give him the stare! The Hologram reflects a goggle full of pennies (dubbed "the Coins") or nails (creatively called "the Nails"). Looking through the lens from your point of view is no different than looking through any other tinted lens. Only people on the outside can see the holographic image. The lens alone sells for $24.95, while the complete goggle will set you back $49.95. Scott Holograms are available from motorcycle shops nationwide. If you want to find out how they fit all those pennies in the lens, contact Scott USA, P.O. 2030, Sun Valley, ID 83353.

SILKOLENE PRO PREP ►

They wanted to call it "Miracles in a Can," but the name had already been taken by Ruffles Potato Chips. Silkolene was forced to fall back on its second choice—Pro Prep. When Pro Prep is sprayed on plastic or painted parts, it restores their original color and finish. Pro Prep is formulated to retard rust formation and stop dirt and mud from sticking to your scooter (or your motorcycle if you don't own a Vespa).

Pro Prep can be used to lubricate plastic moving parts or control cables. Silkolene should have named it "Mechanic in a Can." Pro Prep is available in motorcycle shops everywhere and a 12.5-ounce can sells for $5.99.

◄ DOG HOUSE DESIGNS

While the majority of moto-artists use helmets as their canvas, Dog House Designs has gone back to actual canvas. "First Turn, Last Lap" captures the spirit and excitement of motocross and is available as a color print. Using a six-color, waterless printing process, the original Dog House painting is transferred on to 80-pound, cover-grade, Elustro paper. The prints are 18"x22" and sell for $16.45 (postage included). Take the Farrah Fawcett poster off your wall and replace it with a Dog House Design. You can contact Dog House Designs by calling (800) 325-0513.

Renthal EXPRESS

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CR 125/250/500	1992	7441	Sil, Pur, Blu, TT, Red
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CR 125/250/500	94-95	7521	Sil, Pur, TT, Red
XR 600	88-95	7135	Silver
CR 80	89-95	7281	Silver, Titanium
Fourtrax		6151	Silver, Blue, Red

$54.95

McGrath	9661	Sil/Blu, Sil/Red, Sil/Pur
Doug Henry	9711	Sil/Blu, Sil/Red, Sil/Pur
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CR 250/500	253-520	13,14,15
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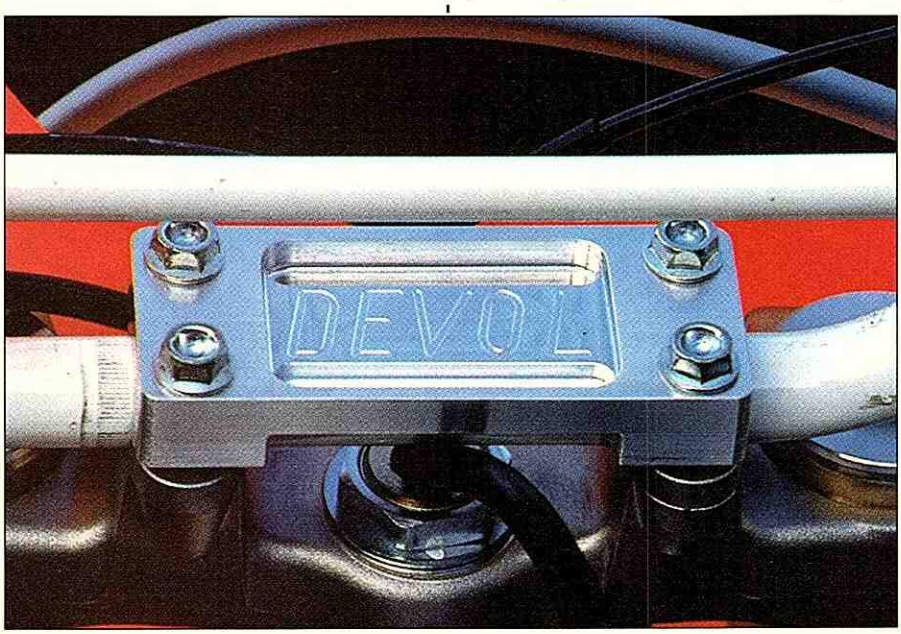
TRICKS FROM THE TRADE

MUD GEAR HELMET PROTECTORS

It took two months of lawnmowing to have your helmet custom-painted just like Jeremy McGrath's. The last thing you want is to have it covered with mud the first time you ride—not to mention that after six weeks of rain, you are getting tired of cleaning it after every moto. The thinkers at Moto-Vation Racing have solved the problem with Mud Gear. Mud Gear is a helmet cover that slips over your Jackson Pollock paint job before you splatter it with mud. Mud Gear will fit all brands of helmets. Even if you can't afford to get the old skid lid painted, you can cover it with Mud Gear and pretend that you are protecting an Andy Warhol original. They sell for $29.95 and you can get them from MVR, 2587 Paxton Ave., Akron, OH 44312 or call (800) 846-3672.

GATORZ BILLET SUNGLASSES

Eyeballs tired from the constant pounding of the old ultraviolet rays? Looking for a way to increase your cool quotient? Gatorz' Billet sunglasses can solve both problems. Gatorz' billet aluminum-framed glasses are not only strong and light, but come with a stamped serial number so you can prove the glasses your buddy is wearing are, in fact, the same ones he stole from you at the Suicidal Tendencies concert. You can find Billets at motorcycle shops or contact Gatorz at 5384 Linda Vista Rd., Ste. 104, San Diego, CA 92110 or call (619) 293-7925. Billets sell for $130.



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You are leading the race until you land hard over the doubles and the bars go into the road-racer position. You try to maintain the lead, but everyone who gets you in their sights reels you in (after all, nobody could stand the embarrassment of being beaten by a guy with such a bad riding position). You finish twelfth. Next time, try DeVol's One-Piece Bar Clamp. The boys from Enumclaw offer a larger clamping area and precision fit to ensure a tight grip on the bars. DeVol offers the clamp for all stock handlebars and Answer Pro-Tapers. The clamp sells for $38.99. If your local dealer doesn't have them, contact DeVol Racing, 741 Stevenson, Enumclaw, WA 98022 or call them at (360) 825-2106. ❑

Rocket Rex Staten
-Team DG

ROCKET REX'S SECRET WEAPONS.

Rocket Rex Staten has signed to ride with DG for the coming season. Rex has won more pro races than any other rider in history. At present he claims over 800 victories. Currently he is No. 1 in the Off Road Vet Class. Rex and his team are using all the DG Off Road products for their racing efforts.

Full Coverage Skid Plate

SKID PLATES

DG's full-protection skid plates wrap around your lower frame tubes to protect your frame, engine and water pump from damage. Manufactured from 3/16" thick, 6061 heat-treated aluminum plate. Price, $84.95.

NATIONAL PIPES

DG National Pipes make horsepower! Compare DG's 95 CR 250 National Pipe against a stock pipe. (A 3 horsepower increase!) Also available in the Xtreme version (Nickle-Plated).

Xtreme Pipe

	National Pipe (Clear-Coated)	Xtreme Pipe (Nickle-Plated)
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National Pipe

OVAL SILENCERS

Our lightweight alloy silencers are carefully tuned to balance exhaust flow and back pressure. The proper combination can yield up to 1.5 horsepower gain over the stock silencer. Priced from $69.95 to $74.95

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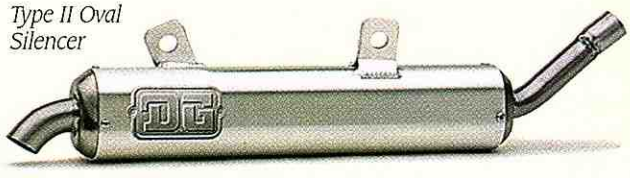

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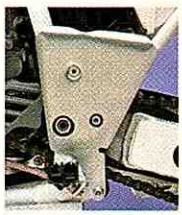

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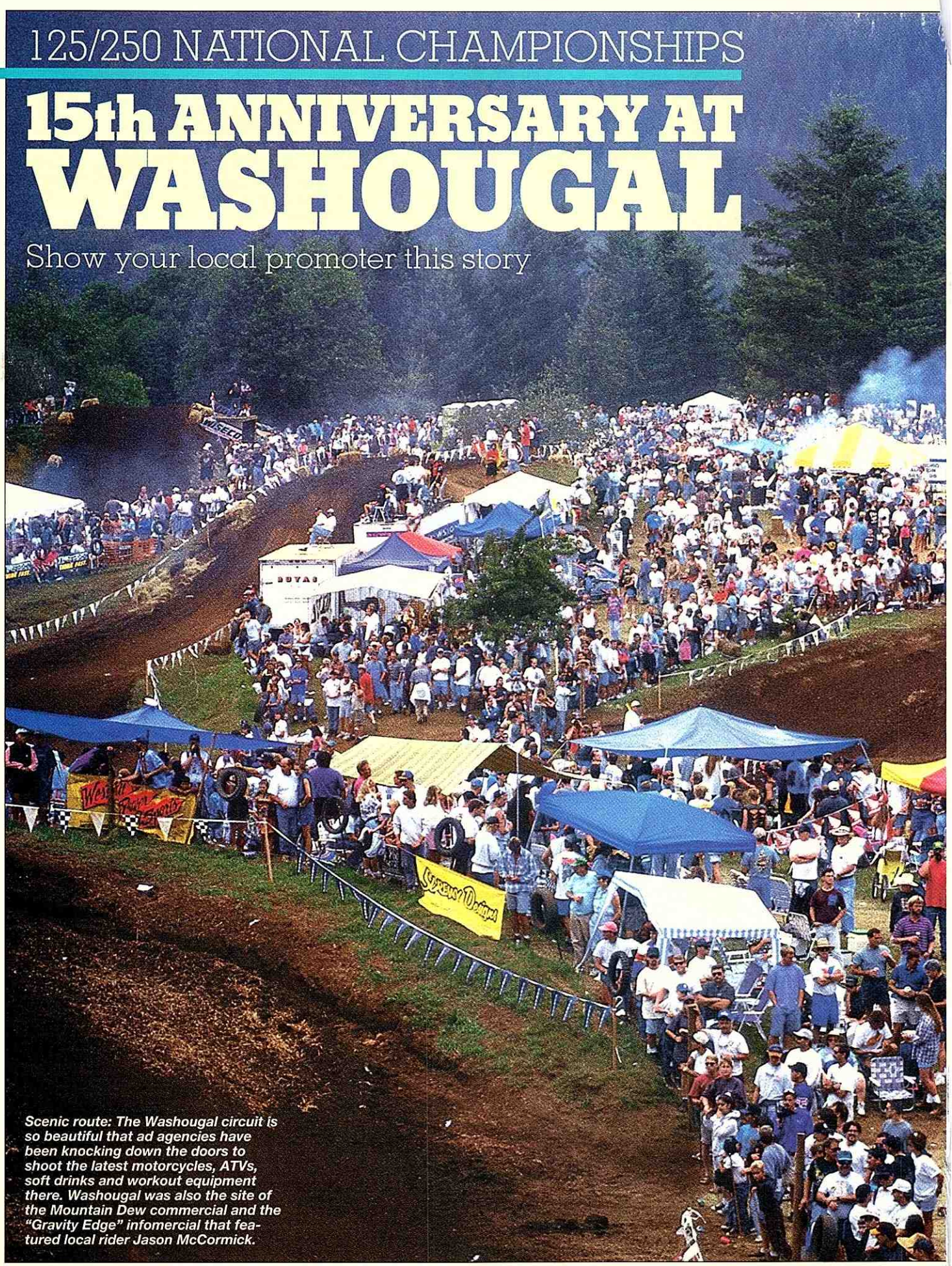
125/250 NATIONAL CHAMPIONSHIPS

15th ANNIVERSARY AT WASHOUGAL

Show your local promoter this story



***Scenic route:** The Washougal circuit is so beautiful that ad agencies have been knocking down the doors to shoot the latest motorcycles, ATVs, soft drinks and workout equipment there. Washougal was also the site of the Mountain Dew commercial and the "Gravity Edge" infomercial that featured local rider Jason McCormick.*

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WASHOUGAL

❑ Washougal is without a doubt the most beautiful motocross track in America—if not the world. Riders, from National Pros to local spodes, have nothing but praise for this scenic and challenging course. However, it hasn't always been that way. Back in '86, Washougal was neglected to the point of being removed from the '87 National schedule. Track conditions were so bad in the mid-'80s that Rick Johnson called it "the worst track in America!"

There is no such thing as a bad track, only disinterested, lazy or uninvolved promoters. Whether you are talking about Washougal, Namur or Chicken Licks Raceway, a promoter who takes pride in what he does can make a track built on a landfill a thing of beauty.

Luckily for Washougal, the track was taken over by a local businessman named Ralph Huffman, who resurrected the facility. In the 15 years since Washougal held its first National, '87 was the only year the AMA passed up a chance to race in the Washington woods. We applaud the Huffman family and hope they serve as an inspiration for every promoter in America. Washougal has been the "worst track in America" and the "best track in America." People made the difference—Washougal is back on top!

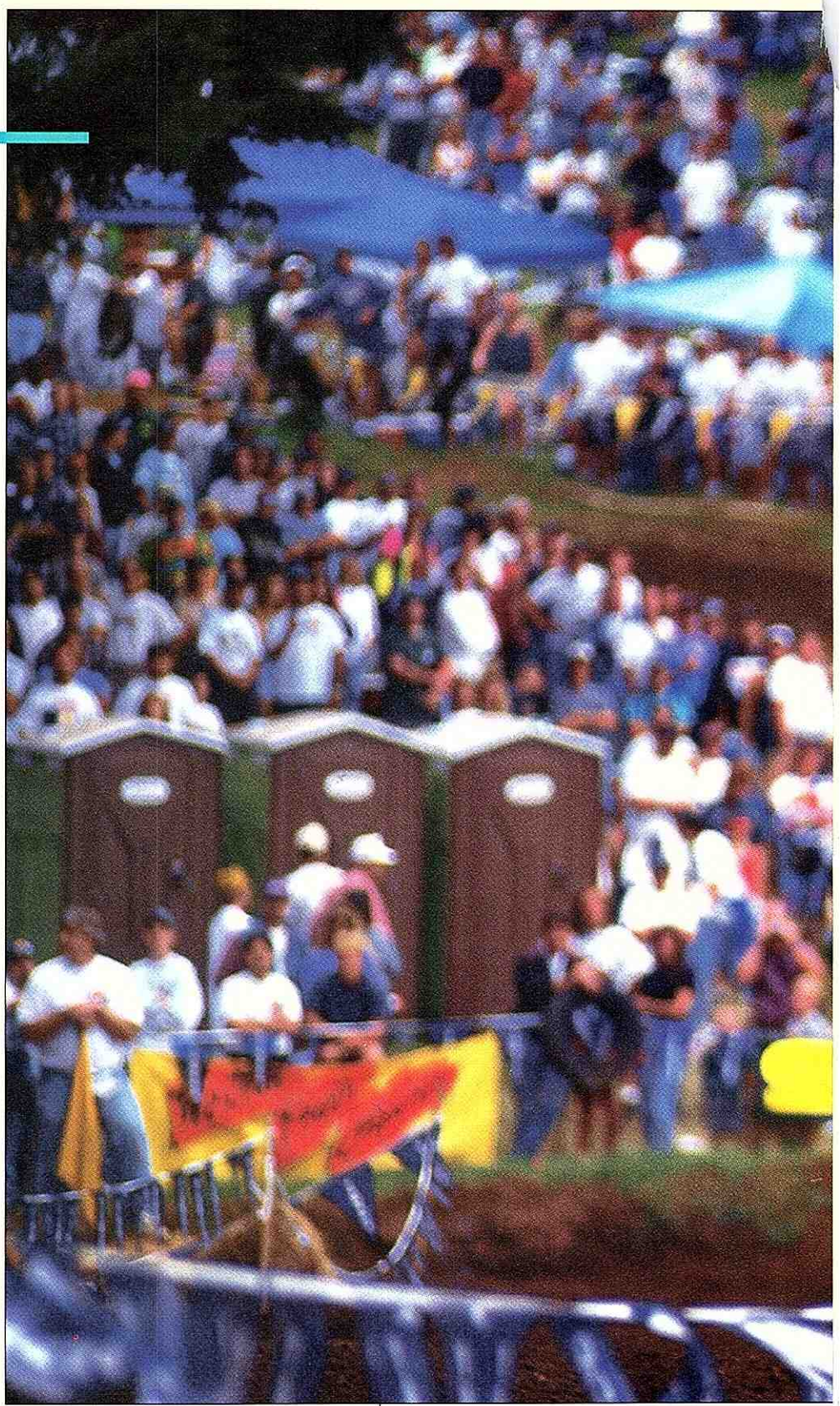
RESULTS:
WASHOUGAL 125/250 NATIONAL
Washougal, WA

125 class

1. Mike Brown (Hon) 2-1
2. Ryan Hughes (Kaw) 3-4
3. Jason McCormick (Hon) 7-3
4. Damon Huffman (Suz) 4-7
5. Steve Lamson (Hon) 12-2
6. Scott Sheak (Suz) 8-5
7. Chad Pederson (Hon) 11-6
8. David Pingree (Kaw) 9-8
9. Mike Craig (Hon) 6-11
10. Robbie Reynard (Kaw) 1-35

250 class

1. Jeremy McGrath (Hon) 2-1
2. Jeff Emig (Yam) 1-2
3. Kyle Lewis (Yam) 5-4
4. James Dobb (Hon) 3-7
5. Larry Ward (Yam) 4-6
6. Anthony Amaradio (Hon) 10-5
7. Todd DeHoop (Hon) 7-8
8. Phil Lawrence (Kaw) 6-10
9. Damon Bradshaw (Yam) 17-3
10. Mike Kiedrowski (Kaw) 11-9



HISTORY LESSON
WASHOUGAL'S TOP 10 BATTLES OF ALL-TIME

• All local tracks have their own lore, like the time Marino Bastionell's throttle stuck in the Mammoth mechanic's turn, and he was thrown into the snow fence so hard that his head went through the pickets and got stuck. For years people pointed at the 7-1/4" hole in the fence and relived the day. During Washougal's 15 years as a National track, there have been some awesome duels in the dirt. These are the top ten:

ONE: GLOVER vs. SUN

In '81, Broc Glover and Chuck Sun were in contention for the 500 National

Championship. Neither Broc nor Chuck would give an inch to the other. In the first 500 moto, Sun led Glover for the entire race, but on the last lap, Broc pulled up beside Chuck on the way towards the big jump. Chuck, startled that Broc had caught him, pinned the throttle on his works Honda. When Chuck hit the face of the jump, his throttle stuck wide open and he had no choice but to throw the bike away. Glover took the win. Ever since, that jump has been known as the "Chuck Sun Tabletop!"

TWO: BELL, ELLIS, BREKER & SUN

Chuck Sun is one of Washougal's favorite sons (pardon the pun). When the circuit came to the Pacific Northwest, he rose to the occasion to defend local pride. Only one year after his titanic

Motive: During the second 125 moto, Jason McCormick (51) was motivated by the throngs of screaming fans that lined the fences. Every time Steve Lamson would pull close to McCormick, the fans would scream. Lamson was able to pass Jason for second, but McCormick's fans were thrilled with the local hero's third.

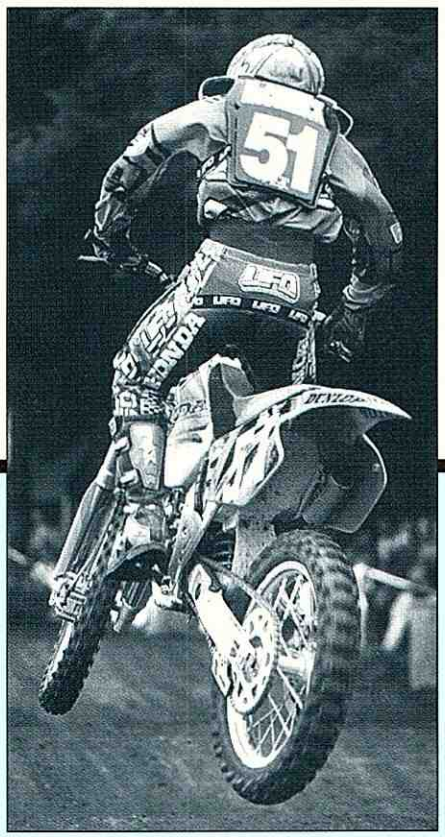
16
USGP
197
485

SKOAL
F-SX
THINK FAST.

WASHOUGAL

Bombs away: Is this a holeshot? Jeremy McGrath (3) rocketed out of the first turn in the second 250 moto. Surprisingly, Jeff Emig (6) quickly chased Jeremy down and passed him. Jeremy retaliated immediately. Emig then crashed. The race wasn't even two laps old. Jeremy went on to an easy win. He and Jeff are the class of the 250 field.

◄ Dobber: Honda of Troy's Jamie Dobb (16) took a liking to the Washougal circuit during the first 250 moto—he scored an impressive third behind Jeff Emig and McGrath. Dobb's future with Honda of Troy is uncertain. There has been speculation that James might return to the GP circuit next season. James claims that he has no desire to return to Europe to race.



Locals only: Jason McCormick earned more money for third place in the 125 class than Jeremy McGrath did for winning the 250 class. The promoters started a collection for the top local privateer. Spectators, vendors and local businessmen kicked in $3700. Jason also earned the $500 Skoal/Camel top 125 privateer award and $680 in purse money. That's $4800 to McCormick compared to $1600 for McGrath! As an added bonus, Honda of Troy's team manager Eric Kehoe handed Jason his business card after the race— they are negotiating a ride for next season.

duel with Glover, Chuck found himself duking it out with Mike Bell, Jimmy Ellis and Goat Breker for the overall win in the 500 National. In the end, it was a victorious Bell who claimed the overall with a score of 4-1, while hometown favorite Chuck Sun went 1-4.

THREE: RJ STEALS ONE FROM HANNAH

Rick Johnson stole a 250 National win from Bob Hannah at Washougal in '83. Bob won the first moto easily, and the Hurricane was leading the second with two laps to go when his chain broke. Ricky cruised by the disabled Honda without a sideways

JASON McCORMICK
LOCAL BOY MAKES GOOD

• ***MXA:*** *Jason, finishing third overall in a 125 National is phenomenal! You must be overjoyed. This is your best finish ever.*

Jason: It feels great! I've always wanted to do well here. Hopefully I've turned some heads. I'm really working hard to get a ride for next year. The crowd definitely motivated me to keep on charging during the second moto. This is my first time on the podium and I hope there are more to come—I'm going to work hard!

MXA: *How old are you?*

Jason: I just turned 20 in May.

MXA: *For fans outside of the Pacific Northwest, where are you from?*

Jason: Orchards, Vancouver, Washington.

MXA: *Who helps you?*

Jason: Hillsborough Suzuki, Honda and Kawasaki; DeVol Racing; Bills Pipes; PowerBar; Smith; Bell; Dunlop Braking; and Enzo Racing.

MXA: *How long have you been racing?*

Jason: Fourteen years.

MXA: *It's possible that people who have never heard of you might have seen you in that video infomercial for the Gravity Edge workout machine. It was the one where the daughter of a motorcycle shop owner agrees to train the local stud for the big race.*

Jason: Yeah, I was in that commercial. I was also in that Mountain Dew commercial with Gene "WWF" Naumec, Keith Johnson and Jeff Glass.

MXA: *The promoters here at Washougal took up a collection and raised $3800 for the top local privateer. Since that happens to be you, what are you going to do with the money?*

Jason: I didn't know they were doing that until yesterday, but I think it's great. We had some bikes stolen at Troy, Ohio, and they belonged to a friend of mine, so I'm going to use the money to help replace the bikes. •

WASHOUGAL

glance to take the overall win. That's racing!

FOUR: WHICH WAY DID THEY GO?

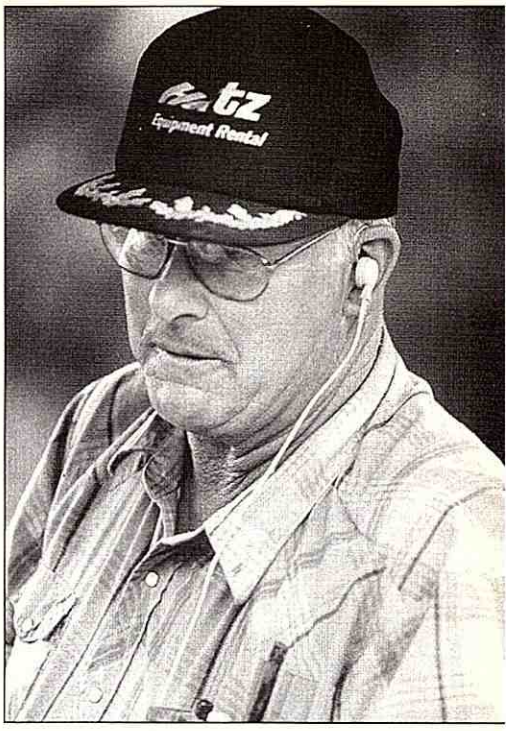
The first three years of competition at Washougal brought the facility lots of acclaim from the riders and the media. Washougal is a beautiful course with breathtaking scenery. The riders felt the track was one of the best they had ever ridden. That all changed in '85. The then-promoters let the track fall into disrepair and paid little attention to details when it was time for the National. The result was a major dust fest that had some of the top riders pulling off the track during motos. Local rider Eric Eaton claimed the overall win in the 500cc class that day and the promoters took a serious pounding from the riders and the press.

FIVE: I HATE YOU

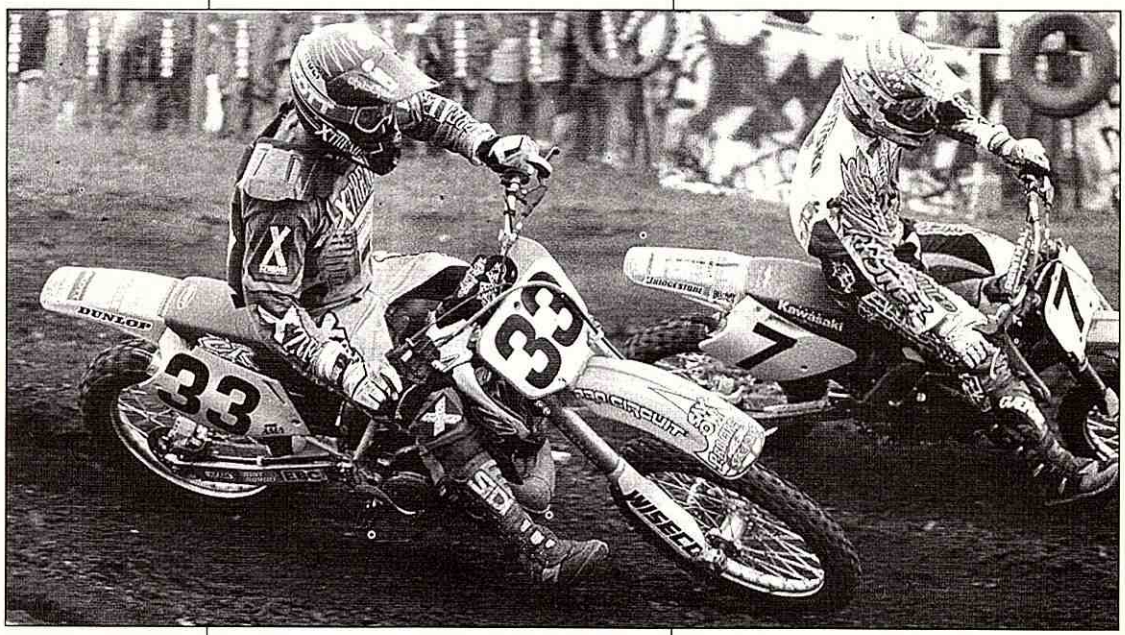
The 125 National Championship series has always been hard-fought. In no year was the battle more bitter than in '89. Mike Kiedrowski and Damon Bradshaw were engaging in a nasty, series-long duel. Bradshaw's dirty riding even incited Kiedrowski to put an anti-Bradshaw sticker on his gas tank. At Washougal, the two enemies stuck to each other like glue during both 125 motos. Kiedrowski edged Bradshaw in both motos and went on to win the '89 125 National Championship by one point over Damon.

SIX: AFTER YOU, ALPHONSE

In '90, Team Suzuki ordered Mike LaRocco and Larry Ward to ride the 125



Pay day: Washougal's owner/promoter, Ralph Huffman, did an outstanding job with the National this year. The track was prepared to near perfection and the atmosphere was more like a GP than an American motocross. The Huffmans were rewarded for all their hard work in the form of spectators—15,000 of them! ►

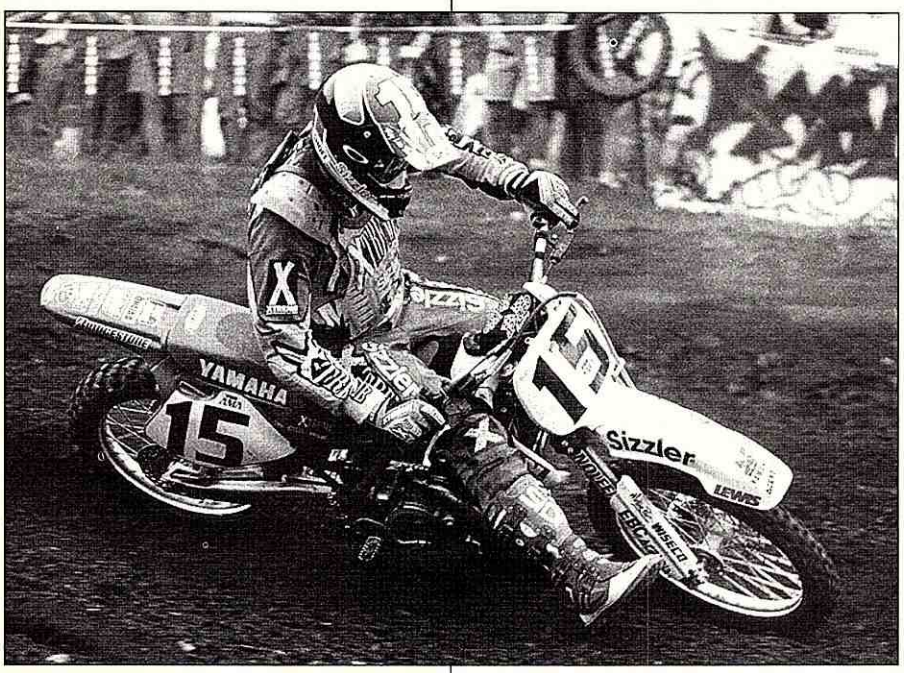


Dream day: Former factory KTM rider Tony Amaradio (33) had a terrific day in the Pacific Northwest on a borrowed Honda. He crossed the finish line fifth in the second 250 moto—his best National moto finish ever—and scored a sixth overall for the day. That's pretty good considering he had a hard time cracking the top ten all year on his factory KTM. ►

◄ ***Feed the trees: Washougal is a rider's track. It's technical, fast, beautiful and dust-free (if it rains), and the fans are great! Jeremy McGrath throws out a clicker for the spectators to gawk at during the 250 parade lap. His pre-race celebration was backed up with another overall victory.***

Misinformed: Anti-McGrath sentiment pops up every now and then on the outdoor circuit, but this kind of sniveling goes against logic. Jeremy has dominated the '95 outdoor season and deserves credit for stepping up to the plate as an all-around motocross star. ►

WASHOUGAL



White HOT: Honda of Troy's Mike Brown (26) picked up his first 125 overall at Washougal in convincing form. Not only did he win the overall, but he elevated himself back into the final showdown for the 125 National Championship.

◄ Down and out?: Team Noleen/Sizzler's Kyle Lewis scored an impressive third overall in the 250 class at Washougal. However, his future and the future of the Noleen team is undecided. The Yamaha factory is undecided about continuing support for its satellite teams. Yamaha may want to help Noleen so that it can keep Larry Ward. The futures of Kyle Lewis and Larry Brooks are uncertain.

class to help Guy Cooper win the 125 National Championship. Guy won both 125 motos at Washougal, but only after his teammates pulled over in the woods and let him by (*a la* "Let Broc By"). Washougal was the pivotal round of the '90 125 National Championships, as Jean-Michele Bayle broke his arm when a lapper caused him to change lines. With points leader Bayle out, Cooper ended up winning the 125 National Championship over Mike Kiedrowski (with a little help from his friends).

SEVEN: SNOHOMISH HERO

Larry Ward is currently the fastest Washington rider on the National circuit, and when he comes home to Seattle or Washougal, he is a major hero. Larry's only win at Washougal came in the 125 class in '91. He blitzed the first moto and cruised to a third-place finish in the second moto to secure the overall victory. It was party time after that win!

EIGHT: RECORD SETTER

Who is the winningest rider in Washougal history? Hannah? Johnson? Bayle? Bailey? Nope! Jeff Ward. Ward's last Washougal win came in '91, and it was probably the toughest field of riders he ever had to face in the 500cc class. Damon Bradshaw, Jean-Michel Bayle and Jeff Stanton all wanted to win. After placing third in the first moto, Wardy let it all hang out to win the second moto and the overall. It was win number six for Ward on the Washougal course; it's still a record today. Jeff Ward is the King of Washougal!

NINE: TRADITION BITES THE DUST

The last 500 National at Washougal was held in '93, and it was won by

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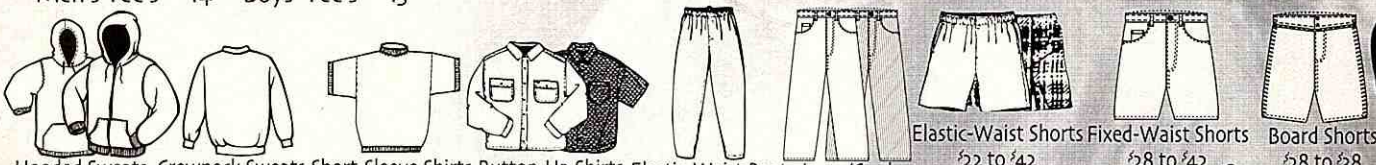

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WASHOUGAL

Knee'd a ride: Robbie Reynard (22) had a typical day at Washougal—he got a fifth-place start, worked his way up, passed Ryan Hughes (9), among others, and won the first 125 moto with ease. However, during that first moto, Robbie hyperextended his knee and was unable to start the second moto. A week prior to Washougal, Robbie swept both 125 motos at Millville. A repeat performance at Washougal would have done wonders for his negotiations for next season.

AMA NATIONAL CHAMPIONSHIP POINTS STANDINGS

(After ten of 12 rounds)

250 class

1. Jeremy McGrath	426
2. Jeff Emig	393
3. Mike Kiedrowski	322
4. John Dowd	279
5. Mike LaRocco	256
6. Kyle Lewis	247
7. Larry Ward	235
8. Greg Albertyn	222
9. Phil Lawrence	188
10. Damon Bradshaw	176

(McGrath, 5 wins; Kiedrowski, 2 wins; Emig, Henry and LaRocco, 1 win each)

125 class

1. Ryan Hughes	377
2. Mike Brown	371
3. Steve Lamson	370
4. Damon Huffman	360
5. Robbie Reynard	328
6. Mickael Pichon	281
7. Chad Pederson	223
8. Tim Ferry	219
9. Denny Stephenson	169
10. Brian Deegan	163

(Lamson, 4 wins; Hughes and Reynard, 2 wins each; Brown and Ferry, 1 win each)

Team Kawasaki's Mike LaRocco. Mike went on to become the last 500cc National Champion in America.

TEN: JASON & THE ARGONAUTS

Jason McCormick is the hottest local rider at Washougal, and this year he had the ride of his life in the AMA 125 National. Jason got a good start in the first moto and led the field for a couple of laps until he was displaced to seventh by the National points leaders. In the second moto, he got another good start and was running second the entire race until Steve Lamson made a late-moto charge and dropped McCormick to third. As Jason circulated the track, you didn't have to ask where he was. You could hear the fans screaming for him from a half-mile away. He finished third overall and his tears of joy on the podium reflected his feelings towards the fans that inspired him. ❑

WASHOUGAL'S RECORD **15 YEARS OF WINNERS**

1980	1983	1986	1989	1992
125 ..... Mark Barnett	125 ..... Mark Barnett	125 ..... Eric Kehoe	125 .. Mike Kiedrowski	125 ..... Jeff Emig
500 ..... Chuck Sun	250 ..... Rick Johnson	500 ..... Jeff Ward	500 ..... Jeff Ward	500 .. Mike Kiedrowski
1981	550 ..... Broc Glover	**1987**	**1990**	**1993**
125 ..... Mark Barnett	**1984**	(No national)	125 ..... Guy Cooper	125 ..... Jeff Emig
500 ..... Broc Glover	125 ..... Jeff Ward	**1988**	500 ..... Jeff Stanton	500 ..... Mike LaRocco
1982	250 ..... Rick Johnson	125 ... George Holland	**1991**	**1994**
125 ..... Jeff Ward	500 ..... Broc Glover	500 ..... Jeff Ward	125 ..... Larry Ward	125 ..... Ryan Hughes
500 ..... Mike Bell	**1985**		500 ..... Jeff Ward	250 ..... Mike LaRocco
	125 ..... A.J. Whiting			**1995**
	250 .... Johnny O'Mara			125 ..... Mike Brown
	500 ..... Eric Eaton			250 .. Jeremy McGrath

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T H E B O I L I

SEASON OF D

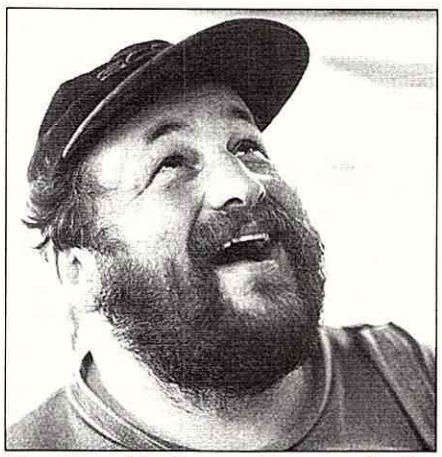
The year that rocked professional motocross

❑ Motocross fans didn't notice the discontent. From their side of the fence, things never looked better. The carnival atmosphere of motocross was business as usual. Factory teams arrived at the pit entrance in giant semi-trucks, team managers chatted into Motorola headsets, riders signed autographs and the air was thick with the smell of bean oil (not intrigue). On the track, the racing was hotter and heavier than any season in recent memory. After the races, the riders threw goggles to the crowd, posed diligently for photos and hurried off to catch the 10:00 flight home.

However, underneath the festive veneer, there was discontent.

Anger, mistrust, frustration, jealousy, hatred and all manner of human emotion permeated the world of professional motocross during the '95 racing season. The riders and team managers were at the breaking point. The high-stakes pressure of professional sports, mixed with big business, institutional incompetence, senseless bureaucracy and deaf ears in the stadium sky boxes, convinced many that things had to change. Grievances? The men in the pits had many: (1) The season was getting longer and longer (and costing more and more). (2) The circuit crisscrossed the United States without rhyme or reason (except in the eyes of the promoters). (3) The outdoor Nationals kicked-off in the middle of the supercross series (when neither the riders nor the bikes were ready to switch hats). (4) The purse money, which was embarrassing to begin with, had been stagnant over the years. (5) In the midst of the '94 AMA-vs.-AIR feud, the series sponsor had been lost (depriving the riders, especially the privateers, of a major source of income). (6) Supercross tracks appeared to be shrinking. (7) Most frustrating, both the AMA and the promoters had become absolute masters at pointing fingers, passing the buck and talking around the problems.

Duke Finch: The AMA Motocross Manager walks it like he talks it. When not officiating, Duke is himself a motocrosser. "We used to go to events smiling," said Duke of the pre-AIR days. Supercross has lost that lovin' feeling.



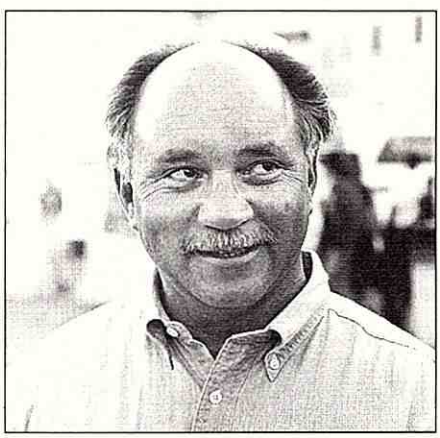
Bevo Forte: The former rider's rep, Scott Goggles' Bevo Forte, is being replaced with two representatives—a factory rider and a privateer. The AMA feels it is time for riders to speak for themselves on the advisory board.

THE LAS VEGAS INCIDENT

Discontent towards the powers-that-be in motocross is not a new thing, but doing something about it is! It all boiled over on a swelteringly hot night in Las Vegas. The events in Vegas galvanized the riders' anger and gave voice to all those who had sat back in silence. The "rider revolt of '95" was hardly significant in terms of its direct effect, but like the "shot heard 'round the world" on Concord Green, it started a revolution.

The spark that ignited the rider revolt was, paradoxically, no spark at all. An electrical problem left the Las Vegas Supercross track in darkness. After a three-hour delay, the supercross promoters rigged temporary lighting, the AMA agreed that it was adequate and the riders were called to the line. Of the 20 professional racers in the main event, five of the biggest names decided the racing conditions were "too dangerous" and opted not to race. Team Honda's Jeremy McGrath and Doug Henry, Kawasaki's Mike Kiedrowski and Honda of Troy's Brian Swink and Mike Craig packed their gearbags and left the stadium in protest. They weren't the only riders who had called for an unofficial "strike" against the promoters—they were just the only ones brave enough to weather the storm that would follow.

Was it really too dark to race? Were the riders truly worried about their safety, or were they sending a message to both the AMA and the promoters that they were fed up and not going to take it any longer? The answer depends on which side you are on, but there is little doubt among both the protagonists and antagonists that the only lighting issues involved were shining on the rider's discontent.



Roy Janson: Roy left the AMA to head up the now lame-duck supercross promoters' organization, AIR. During his AMA tenure, Roy was respected, well-liked by the riders and had a good attitude. The switch in bosses caused a switch in people's opinion of him.

NG POINT ISCONTENT

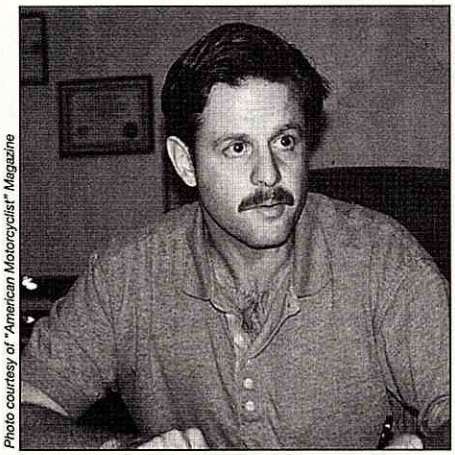


Photo courtesy of "American Motorcyclist" Magazine

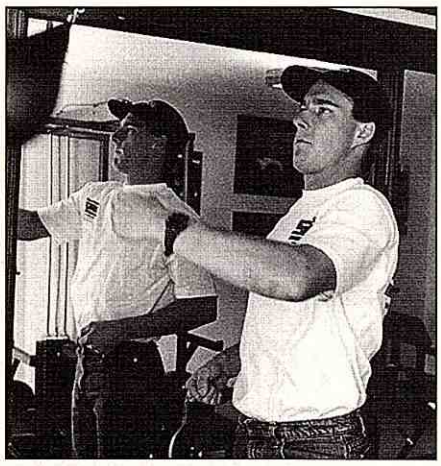
Tom Mueller: Tom put together sponsorship deals for roadracing and dirttrack. So why not supercross? The AMA had its hands tied by an agreement with the supercross promoters. Untie their hands and riders will have bigger paychecks.

Roy Janson, who heads the supercross promoters' phantom organization AIR (American International Racing), felt the action of the five riders in Vegas was a direct attack on his bosses. Janson waited four days and then fired off a letter to the AMA, banning the five riders from all future supercross events. The letter's arrogance and naiveté were beyond belief ("I could understand if the letter was written in anger the night of the event," commented one team manager, "but it was written days later!"). The absurdity of banning the current Supercross Champion (not to mention three of only five riders to have won a Supercross in '95) was so obvious that the Vegas letter will forever be a blemish on Roy Janson's admirable record. Derision from the entire motorcycle industry forced Janson, the promoters and AIR to rescind the letter in short order. Even industry execs, who were initially upset that the five riders had embarrassed the sport, were more embarrassed by the petty retribution the promoters tried to hand down. It became clear that the bureaucratic dictatorship the riders were complaining about was, in fact, a reality—not a figment of their imaginations.

Suddenly, the well of discontent was overflowing. Riders who had kept their mouths shut and rode at Vegas joined the side of the five strikers. Team managers, without whose support the five riders could never have refused to race, started holding private meetings with each other. The AMA workforce, tired of playing second fiddle to the supercross promoters, began to develop a list of alternate race promoters. Middle management types at the Big Four, who thought the Vegas incident was about lighting, suddenly started to spout anti-capitalist rhetoric (as long as the only capitalists were promoters). Rabble-rousing was not required. In the sanitized words of *Network's* Howard Beale, The Mad Prophet of the Airwaves, "I'm mad as heck and I'm not gonna take it anymore!"

JUST THE FACTS

"It is a capital mistake to theorize in advance of the facts," said Sherlock Holmes between puffs on his pipe. The *MXA* wrecking crew donned its deerstalker caps, magnifying glasses and snifters of brandy and went searching for the truth. No easy task! We talked to factory riders, privateers, team managers, AMA officials, AIR officials and the promoters, and we learned one thing for certain—stubborn people never see the easy answers.



Mike Kiedrowski: Mike has been at the game so long he has conditioned himself to deal with ricochet travel schedules, overlapping series and deaf officials. Mike may be the guy to fight for the next generation.

If you would like to be our Dr. Watson, grab your brolly and head with us into the uncertain world of professional motocross. Once you have seen all the evidence, you will discover who's right, who's wrong and that the answers to motocross' problems are "Elementary, my dear Watson."

THE TRAVEL BATTLE
"THE '95 SCHEDULE STUNK"

• Had some prankster at the AMA sent out the '95 travel schedule as a joke, everybody would have had a good laugh. Unfortunately, it was the real thing. The motocross season started in Florida, backtracked to California via Minnesota, trekked to Washington before returning to California, then went back to the East Coast. Even Chevy Chase wouldn't take the Family Truckster on a journey like this (especially in a 35-day period). A privateer couldn't afford the travel expenses of the supercross circuit, even if he managed to qualify for every main event. Not surprisingly, the factory teams are realizing they can't afford it either.

Roger DeCoster—Team Suzuki Manager: "Obviously, it would make more sense if it was geographically planned out. We've been asking for years to start the season in California instead of on the opposite coast and then coming back. In Europe, the GP schedule is quite good; it makes sense geographically. They don't run Sweden and then go to Spain and then to England. They go from Sweden to Finland and from Spain to France to Italy. Here, we start in Orlando, Florida, go all the way up to Minneapolis, Minnesota, back to Anaheim, California, then to Seattle, Washington, then back to San Diego before returning east! We are forced into going places like Indianapolis, Indiana, during the coldest time of the year and Las Vegas, Nevada, when it is the hottest. It just doesn't make any sense for the riders or spectators."

Mike Kiedrowski—Kawasaki factory rider: "For the mechanics and privateers, the current schedule is really

DISCONTENT

Dirty secret: Promoters swear there has been no reduction in the dirt used for supercross and promise to produce invoices to prove it. They can keep their paper. Compare the track under Bob Hannah (6) in '84 and Doug Henry (4) in '95. You decide! ►

tough. The season should start in Anaheim like it did before. That was such a good kickoff for the season. All the factories are right there and it was a big event. It was a lot bigger than it is now."

Roy Janson—SRO/Pace spokesman: "We submitted a '96 schedule to the AMA, and were told it was not acceptable and that they would be getting back to us. They have not gotten back to us, they have not called us, they have not shared with us what they feel the schedule needs. It sounds unbelievable, but we really don't know what the complexion of '96 looks like."

Tom Mueller—AMA Vice-President of Marketing: "It is true that we have not gotten back to Roy. We have learned from the riders and team managers that the '95 schedule stunk. The factory teams don't want to go to Orlando, Florida, to start the season. The critical start would be the third or fourth week in January in the L.A. market. All—not some, but *all*—of the manufacturers have asked for a reduction in events. The yen/dollar thing has killed them financially. The reason we haven't given a schedule back to the promoters is because we are reviewing it. We will show it to them first and discuss it, but we also have some new, independent promoters who have submitted proposals that look very interesting.

"SRO/Pace might not like the entry of other promoters into supercross [except for Daytona, all the proposed '96 events are promoted by SRO/Pace], but all our successful programs have a diversity of promoters. If we can financially qualify these guys and they have solid promoting experience, we are very interested in putting them into the program." ●

THE SEASON OVERLAP
"FINISH ONE BEFORE STARTING ANOTHER"

● The '95 Outdoor National Series began in Gainesville, Florida, on March 3rd. That fact made everyone except the promoter of the Gainesville National angry. Why? Because the riders, teams, mechanics, press and industry didn't want the Nationals to start right in the middle of the supercross series. Surprisingly, there wouldn't be another outdoor National until two months later. Not surprisingly, the Gainesville National is promoted by the supercross promoter.

Mike Kiedrowski: "The thing that makes the Gainesville National so tough on us is testing. At the beginning of the season, you are testing for supercross. Then the supercross series starts up and here comes a National. You've got to be up on things and start testing your outdoor stuff: suspension, motors, stuff like that. To be doing that in the middle of the supercross series is impossible. Some riders have to leave for a supercross on Wednesday to do press day on Thursday, practice on Friday and then race on Saturday. That leaves Monday or Tuesday for outdoor testing."

Roger DeCoster: "For no good reason, we have an outdoor National right in the middle of the supercross series. That only makes sense for the promoter. It is better to finish one series before starting the next. Then, if a rider gets hurt, it doesn't ruin his chances for both series." ●

LENGTH OF THE SEASON
"WE DO PLENTY OF RACES RIGHT NOW"

● The length of the season is the most debated issue on the motocross circuit. The riders are inundated with race dates. It wasn't that long ago that a rider could win (or lose) an outdoor National Championship in as few as four races and the supercross series in eight races. Today, the riders are facing a proposed 13 outdoor Nationals and 16 supercrosses. It's no secret that holding more races increases the risk of injury and mechanical problems. The teams want a reduction in races because it costs them approximately $20,000 to go to a race—the difference between four outdoor Nationals and 13 is $180,000 in expenses.

Is the season too long? Will it ever get shorter? Will the teams run out of money before they get a freeze on the number of events?

Mike Kiedrowski: "I don't want to see more races. We do plenty of races right now. If there were to be more supercross events next year, I'd be against it. If I had a choice, I would take less events before I'd take more. Our season is long compared to the GP series, but there are advantages. A long series gives you a chance to recover from a bad race or two. When they had the last 500 Nationals, it was a four-race series. If you blew one moto, you were out! There was no way to make up the points. It made for a cut-throat deal. An eight-race series is a good series."

Roger DeCoster: "It would be easier for the factory teams if the season wasn't quite as long, but on the other hand more races helps the privateers recover more of the cost of their bikes and their other investments. I don't think that you can really shorten the season a lot." ●

SUPERCROSS TRACK DESIGN
"LESS DIRT IS BEING USED"

● The promoters deny it, but everyone from the stadium janitor to the flagman on the side of course knows supercross tracks are shrinking. Track design has always been a subject of much debate, and the perfect track will probably never exist. However, over the years supercross has seen a major shift in track design and dirt quality.

Mike Kiedrowski: "To make a change to the track, a factory rider gives feedback to his team manager, who then goes to an AMA official. The team manager talks to the AMA about a track change and they go 'Okay, okay,' but then nothing happens. There is nobody who is totally in charge. It would be great if someone

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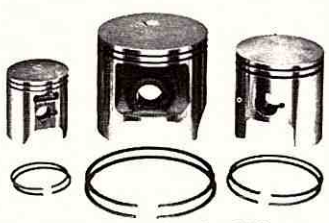

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DISCONTENT

would just say, 'We are going to fix it' or 'No, we can't do that.' At least then we'd get an answer one way or the other. My suggestions are usually to correct sections that have only one line. I might ask them to knock down the inside bump on a turn to make two lines. The changes are for the racing and that's good for the show. I've had promoters ask me why everybody is taking the same line. If the design is poor and you get off that line, you are going to lose places. Last year, we spoke to the track builders about safety issues and they worked to make those things happen."

Roy Janson: "We build the racetrack and rent the stadium, but then we pass the baton to the AMA. Legally, the AMA is responsible for what happens on the track. We insulate ourselves from the liability in this way. At noon on Saturday, when practice starts, the AMA becomes responsible. They make the decisions. If the AMA wants to change the track, we'll supply the equipment and the manpower, but it is the AMA who calls the shots. We don't run races, we sell tickets."

Duke Finch—AMA Motocross Manager: "When a rider or team manager requests a track change, I get together with the track designer and AIR's Roy Janson. If it is something that can be changed, we do it. At a lot of these tracks, the dirt is so hard that once packed, it's solid. To make a major change is just not possible. There are also times when things can't be done because of the time frame or availability of more dirt. I don't believe it is overlooked as much as the riders think.

"I absolutely believe there is less dirt being used to build the tracks. I brought up that subject at our last AMA Advisory Board meeting. The promoters have offered to produce paperwork proving the same amount of dirt is used, but I know what the finish line jumps used to look like, and unless dirt has shrunk, I don't think they are using as much as they used to. I know what the triples used to look like, and the jumps now are definitely smaller. I've never sat there and counted the trucks as they bring in the dirt, but the appearance of less dirt is there."

Roger DeCoster: "I think they don't use enough dirt on many of the tracks, even though Roy Janson pretends this is not true. When they don't use enough dirt, it means the jumps are steeper to get enough height, and the landings are shorter so they are less forgiving. The shorter the landing, the more precise the rider has to be, and there's less margin for error." ●

Tough guys: Believe it or not, 1-800-COLLECT superstars Steve Lamson (right), Jeremy McGrath (center) and Doug Henry pay supercross entry fees and then get to risk their neck for a peanut purse. Things need to change.

LACK OF ENTRIES
"MONEY IS THE REASON"

● There was a time, not that many years ago, when riders were turned away from supercrosses and Nationals because field limits had been reached. Not any more! The supercross program has been cut from four heats of 20 to two heats of 20, and at more than a few supercrosses this year, the 40-man field could not be filled. Riders were asked to call friends and see if they would come to race! Can you imagine Pat Riley asking his players to call some buddies because he didn't have enough players?

Roger DeCoster: "I think if the schedule was better, it would be easier for more riders to follow the circuit, but the schedule is not the only problem. If the supercross tracks were not so dangerous, the riders would not be so intimidated. Even a local pro, who is pretty good in his area, doesn't want to enter a supercross because he's going to look stupid in front of his friends. So he chooses not to race and just goes to watch."

Tom Mueller: "When we surveyed the two-digit-number guys, money was the first reason they gave for abandoning the supercross races, and the other reason was the technicality of the tracks." ●

THE PURSE STRUCTURE
"THAT'S ALL YOU MAKE?"

● It's not unusual to pick up the local sports page and find out that a NASCAR driver made $42,000 over the weekend. That's good money for winning a race—*unbelievably* good money. NASCAR pays that kind of money to drivers who don't even make the top ten! What do the greatest motocross racers in the world make? Chicken feed!

Mike Kiedrowski: "I think the purses should be bigger! [laughs] I was at the airport after winning the Millville 250 National, and I was talking to some business guys. They asked, 'How much do you make by winning a National event like that?' When I told them that I made $1000, they just couldn't believe it! They said, 'That's *it*?' I explained that contingencies from Kawasaki and my other sponsors are how I really make a living. But look at tennis, golf or auto racing; the purses are where the real money comes from. I'll watch just about any sport on TV and think, 'Wow.' Then you go to a motocross and think, 'Man, this is nothing.' "

Tom Mueller: "Last year we asked for increased purses and that's what triggered the formation of AIR. We don't want to demand, but we do need to talk to the promoters about fair compensation for the riders, especially the rank-and-file privateers. We know the field sizes are going down. We spoke to a large number of two-digit riders who used to go to supercross events who did not go this year, and their biggest reason for not attending was money. Bottom line—not winning enough to get from event to event."

Roy Janson: "The supercross producers are working diligently to secure a series sponsor. We are close on two deals which we think will be successful. We've jumped through several hoops already and I feel we are very close for next year. I don't mean this to be malicious, but the AMA found money for road racing and for dirt track and neither program has the type of market potential that supercross does."

Tom Mueller: "When the AMA got back together with SRO/Pace last year, SRO/Pace had all the marketing and TV rights to the events. They said if we had leads for a series sponsor, we could turn them over to SRO/Pace and if a deal was worked, there would be a finder's fee for the AMA! So under those conditions, I'll be honest, we

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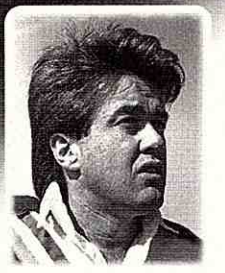

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DISCONTENT

Pack it in: Supercross tracks have become so hard-packed, officials confess that improvements are almost impossible to make once the track is laid. Even a torrential downpour couldn't loosen up enough terra firma to cause a roost. ►

haven't been looking for a supercross sponsor. Even if we did find a sponsor, there is no guarantee that SRO/Pace will pass any of it along to the riders.

"This is my opinion, but I feel SRO/Pace has its program priced way too high for an entry-level sponsor. When I came to the AMA two years ago, I had a vision of what a first-year sponsorship was worth, especially to get a non-motorcycle corporation interested. It was much lower than what the supercross promoters were seeking. I'm not discounting their plan, and if they can sell it at that level, great, but there has been no sales activity. So if I were to sell it, it would be much cheaper so that we could prove the value of motocross during the first year of sponsorship.

"The AMA is there for the rider. In both dirttrack and roadracing, where we did assume marketing responsibility, the AMA posted the points fund out of its own pocket. We posted $100,000 in both roadrace and dirttrack because we thought it was the proper thing to do. We did that before we had a sponsor for those programs. We assumed responsibility. We kept very quiet last year when everyone was asking why there wasn't a motocross points fund. In my mind, it was clearly because we weren't in the marketing part of the business. We were told by the promoters it wasn't our area. If we were to step back in, we would probably handle the points fund like we did in the other sports; that is, pay for it ourselves and then find a sponsor.

"I've said this before: I'd rather work on increasing purse sizes before we worry about the AMA's take. When I speak to potential sponsors, the points fund is the first thing we present. That is what we did in roadracing and now, as the sport grows, the AMA can look for increased revenues from it. Most people can't believe this, but the AMA generates more income from roadracing than it does from motocross." ●

RIDER GUEST PASSES
"WE ARE NOT IN THE CHARITY BUSINESS"

● When people feel oppressed, even the most minor incident can be blown out of proportion. Perhaps the silliest of the battles between the riders and the supercross promoters is the guest-pass war. The riders want to get back the free tickets that promoters have given them since the beginning. The promoters don't want to do it. Yet, in what many riders consider a sign of the inequitable treatment privateers receive, the factory riders did get their guest passes back. Oddly enough, the biggest complainers about the guest passes are not the privateers, but the factory riders who must listen to the complaints of the privateers.

At the heart of this problem are several important elements: are the riders in a supercross paid entertainers or just participants paying for the honor of racing? If they are just participants, shouldn't all the competitors be treated equally? In light of the fact that the AMA and AIR can't beg, borrow or steal enough riders to hold a complete program at some venues, does it behoove them to deny a rider who drives 1000 miles a free ticket for whoever came with him?

Roy Janson: "In the past, pre-entered riders got a guest pass. This pass was actually a grandstand ticket left over from the days of dirt track when women were not allowed in the pits. Eventually the free ticket became a pit pass. We dropped it last year and took a tremendous amount of heat. We went back to the AMA and said we are not in the charity business but we will supply two free passes to riders who work with us on press day, opening ceremonies and post-race interviews. Yes, there were still several pre-entered privateers who didn't get passes, but as far as the number of free passes, we gave out more this year than in the past!

You know, this whole guest pass thing is insignificant. If the AMA feels it is absolutely necessary to give guest passes to each rider, we have agreed to do that. We told them at the AMA Advisory Board meeting in July that we are prepared to do whatever it takes to resolve this problem. If it is as simple as guest passss, tell us how many! The AMA gets the revenue from two tickets per rider. They could choose to give one of those to the rider, too. The promoters get labeled as bad guys because we sell tickets, but the AMA is selling them, too."

Tom Mueller: "The promoters made some new rules this year and one of them was no passes. I think some really key people, including Bob Hannah, had a hard time getting passes at Anaheim. This is my opinion, but I think it started a backlash. The AMA probably could have handled the situation better because people would ask us for passes and we'd just tell them we didn't do that anymore. I think it added to the frustration. You know, we don't have free passes in our other sports and it works just fine. Something needs to be worked out, but to be honest, we still don't know what it will be. I don't think the guest pass issue is as important as getting more purse money to the rank-and-file or fixing the schedule." ●

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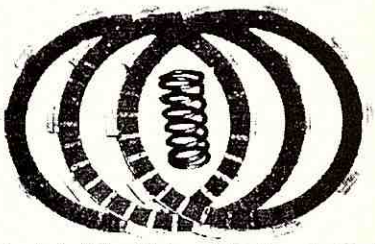

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AMA ADVISORY BOARD
"THESE GUYS AREN'T HAVING FUN"

• It's no secret that the riders don't feel they have a voice in the sport. They are second-class citizens regulated by the AMA, ordered around by the AIR, directed by the factories and ignored on issues that directly affect their lives. Nowhere is this more evident than the AMA Advisory Board. Believe it or not, the only rider on the AMA Advisory Board is Roger DeCoster—and he's there as a team manager. The official Rider Representative is Bevo Forte, a Scott Goggle employee who has never been a professional rider.

If the riders feel disenfranchised by a system that appoints their rider representative based on the "good old boys" network, they have every right to be. Bevo resigned his position when the AMA announced that "real" riders would be put on the Board for '96.

Tom Mueller: "During our own rider interviews, there was a strong sense that the riders wanted to speak for themselves and not through a representative. I felt that after a situation like Las Vegas, it was time to put some riders on the advisory committee—one factory rider and one privateer. We are going to try to make the AMA Motocross Advisory Board format more formal. We'll send out agendas earlier, and minutes of the meeting will be mailed within a week of each meeting. Even the meetings will take place around events so there is no extra travel expense."

Roy Janson: "I don't mean this disrespectfully, but the promoters don't go out to the pits and tell the riders what tires to use, and it is no more appropriate for a rider to come up to the producers and say, 'You ought to change the price of your tickets.' These are separate businesses. The Pace Companies and SRO Motorsports are part of multi-million-dollar international companies, and supercross is a small part of what they do. These are big companies. They are not going to have their business direction determined by mechanics. Again, I don't say this disrespectfully."

Roger DeCoster: "I agree with what Roy is saying. It is not appropriate for a mechanic or a rider to tell SRO/Pace how to run its business, but the riders do need input on track, purse, travel and safety concerns."

Duke Finch: "There is an unpleasant atmosphere at the supercross races. I don't know what the root of the whole problem is. It seems like the promoters are angry, and I don't see what they have to be angry about. I don't like the way they talk to riders, and I don't like the way they talk to me. We used to go to an event smiling, and we enjoyed what we were doing. It seems like these guys just aren't having fun." •

A POWER BROKER'S WHO'S WHO
BEGINNER'S GUIDE TO MOTO POLITICS

• You can't tell the players without a program, so we offer a quick reference guide to who has power, who wants power and who gets the short end of the stick.

AMERICAN MOTORCYCLIST ASSN.

The AMA is a non-profit organization that is the sanctioning body for most professional and amateur motorcycle racing in the United States. The AMA writes the motocross rules book, tabulates race results, keeps track of championship points and officiates at the events.

The AMA offers marketing services (finding outside sponsors, getting the sport on TV) for roadracing, dirttrack and the outdoor motocross Nationals.

The AMA receives income from member dues, race sanctioning and major motorcycle manufacturers.

OUTDOOR MOTOCROSS PROMOTERS

The outdoor motocross Nationals are promoted by a number of independent businesses. Some are non-profit orga-

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Mike Kiedrowski (left)
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Mike LaRocco (right)
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DISCONTENT

nizations (Dirt Digger's Hangtown and Southwick), while others are professional, for-profit, promoters. Once awarded an AMA National, a promoter has the franchise for as long as he wishes to hold races. A "good-old-boys" club-mentality rules where dates are seldom changed and requested improvements are slow to happen.

In the hierarchy of motocross, the outdoor promoters feel as though the AMA spends more effort, time and money on supercross promoters. Meanwhile, the supercross and outdoor promoters are constantly worrying about whose race dates conflict with whose.

SUPERCROSS PROMOTERS & AIR

This gets complicated. There used to be four promoters: The Pace Companies, SRO Motorsports, Mickey Thompson Entertainment Group (MTEG) and Daytona Speedway. The AMA went to all of them in the winter of '94 and demanded a number of changes (including increased rider purses). The promoters negotiated with the AMA by slamming the door in its face. AIR was formed by the supercross promoters to be the sanctioning body in lieu of the AMA.

As the battle between the AMA and AIR heated up, this is basically the sce-

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DISCONTENT

nario that followed: (1) The factories put a stop to AIR's plans to control supercross by staying loyal to the AMA. The manufacturers stated that their riders would only race in AMA-sanctioned events. (2) The supercross promoters were forced to cut a deal with the AMA to get the supercross series back on track. AIR quickly became a lame duck organization, but continued to provide other services to the four separate promoters. (3) The supercross promoters did not really lose in the AMA-versus-AIR battle. They reportedly saved a bundle on AMA sanctioning fees, retained the marketing rights to supercross, got the number of events they wanted and held on to their much-maligned travel schedule.

"Looking back at last year, everything was pretty much in disarray," says AMA Vice-President of Marketing Tom Mueller. "The supercross promoters' plans and the AMA's plans were very far apart. It would not have been good for the sport to keep going separate ways. We put it back together, but in the AMA's opinion, we made a lot of concessions. I think we relinquished a lot of our rights in an effort to make sure the season went off. We relinquished where the events would be held, the travel pattern and how many events would be held. It was an 11th-hour situation. We didn't question much of anything last year. Now, we are hearing a lot of reasons why that didn't work so well."

MTEG BANKRUPTCY

Are you with us so far? Before the season was half over, things got strange in supercross-land. The Mickey Thompson Entertainment Group (MTEG), promoters of Anaheim, San Diego, Denver and Vegas, filed bankruptcy. The other promoters (except for Daytona) stepped in to save what events they could (Denver went down the tubes) and are now trying to get the rights to the Anaheim and San Diego supercross dates for '96.

The MTEG bankruptcy, along with a few other business dealings, put all of the '96 supercross dates in the hands of SRO/Pace (except Daytona).

THE FACTORIES' TEAMS

The factories' teams (Honda, Yamaha, Suzuki, Kawasaki and KTM) and the semi-factory support teams (Team Splitfire, Honda of Troy, NCY, Sizzler/Noleen) are the riders' main support. All the top motocross and supercross stars you pay your hard-earned dollars to see ride for one of these teams. The stars get the majority of their income from them (not from race purses) and owe their allegiance to their team managers. At the races, the team managers represent the liaison between the riders, AMA and promoters. A good team manager must look out for the interests of his company, riders, mechanics and the sport.

Honda, Suzuki and Kawasaki are members of the all-powerful AMA Board of Trustees. As members of the board, they have a fiduciary responsibility to look out for the welfare of the AMA. This legal bond is what keeps Honda, Suzuki and Kawasaki from recognizing or racing with any other organization or breakaway promoter group.

The supercross promoters believe that if they held a race, the fans would come regardless of who raced. Not true! The factory riders are the show; without them, there is no supercross.

THE PRIVATEERS

Privateers are riders who pay their own way to the races and, if lucky, break even by the end of the year. Not many privateers can come close to covering their expenses with the combined negatives of small purses, incredible travel distances, the rising cost of equipment, unequal treatment and tracks designed to favor factory riders (who have replica tracks to practice on).

Privateers are the most important link in the motocross chain. Without them, there is no motocross. They have the smallest voice in motocross and are using it by avoiding 250 supercross races like the plague. ❑

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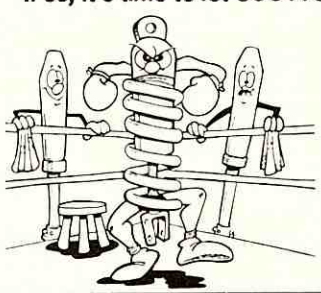

Feel like you're getting jabbed when landing off those big jumps? Are the whoops taking you to the mat for the ten count? If so, don't throw in the towel yet, just call the pros at ***SCOTTS.***
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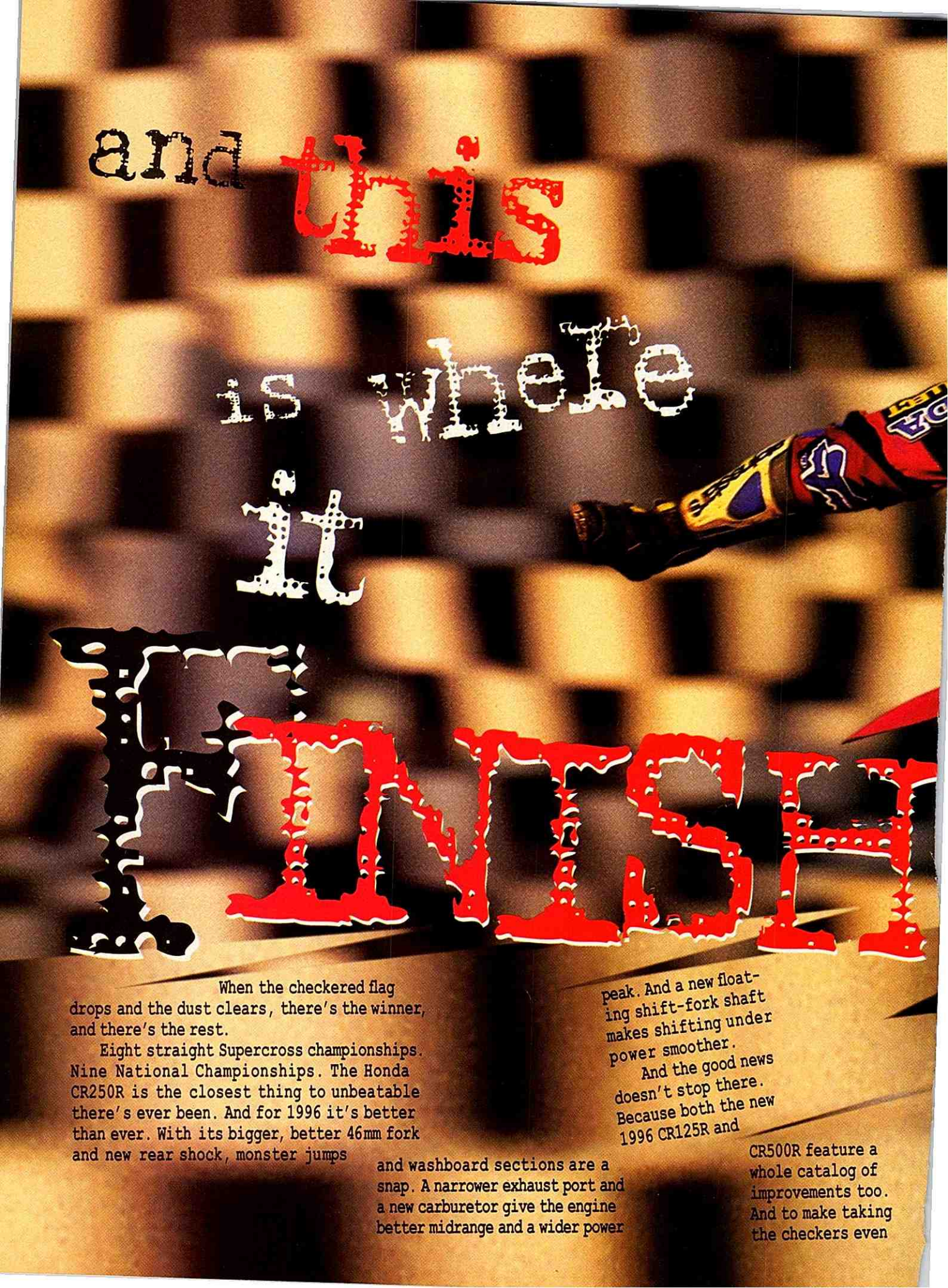
The CR80R gives young riders the advantages they need to succeed. Like an all-new chassis with a new aluminum swingarm, bigger front disc brake, and new Pro-Link® rear suspension. A new low-boy pipe for better concentration of mass. A fully adjustable inverted Showa™ cartridge fork. And we're even offering the CR80R Expert with a 19-inch front wheel and a 16-inch rear, so he can stick with a winner as he grows.

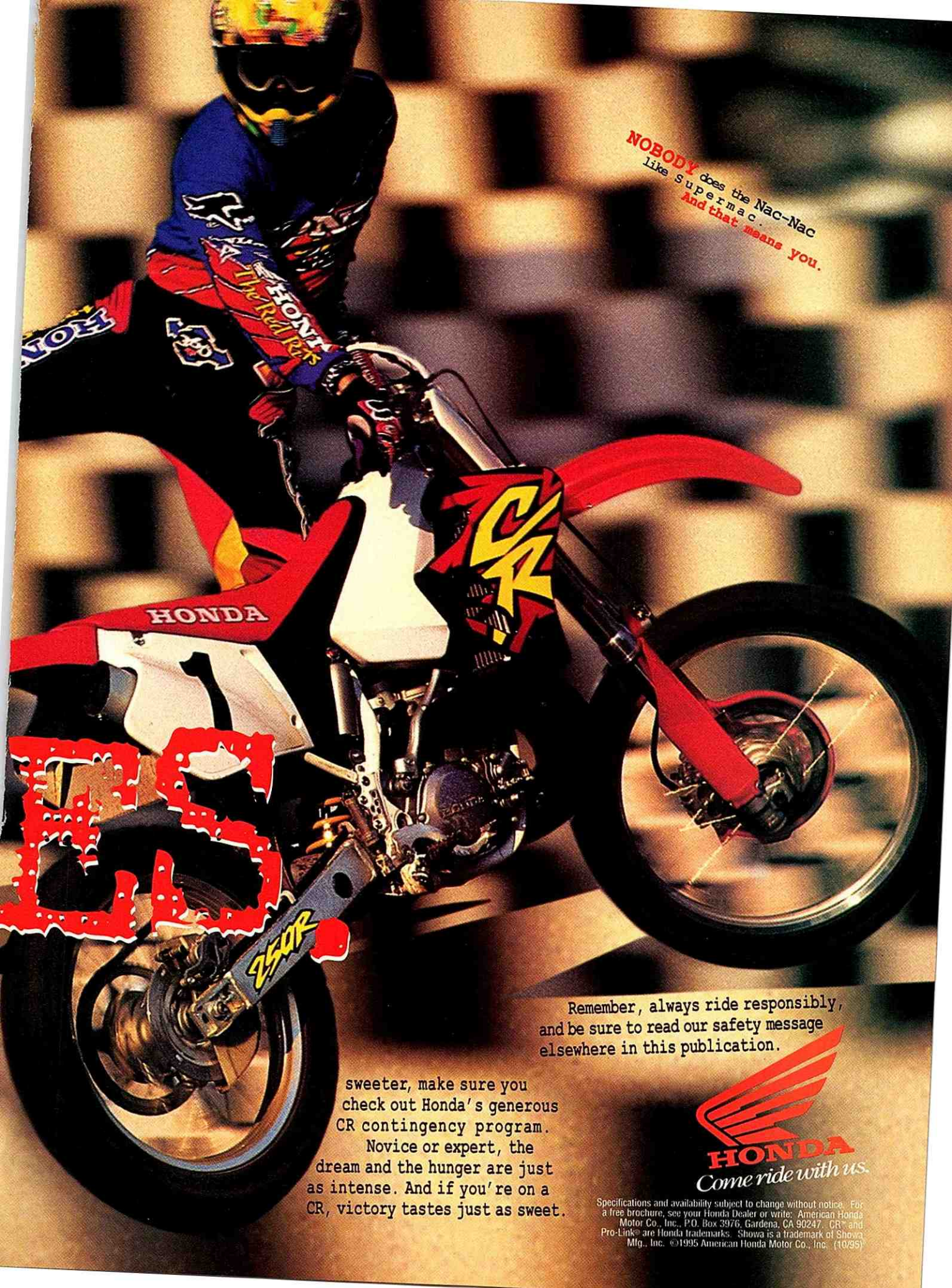
Getting a good start is important in any race. And starting a young rider on a new CR80R is the biggest holeshot he'll ever have.



When the checkered flag drops and the dust clears, there's the winner, and there's the rest.

Eight straight Supercross championships. Nine National Championships. The Honda CR250R is the closest thing to unbeatable there's ever been. And for 1996 it's better than ever. With its bigger, better 46mm fork and new rear shock, monster jumps and washboard sections are a snap. A narrower exhaust port and a new carburetor give the engine better midrange and a wider power peak. And a new floating shift-fork shaft makes shifting under power smoother.

And the good news doesn't stop there. Because both the new 1996 CR125R and CR500R feature a whole catalog of improvements too. And to make taking the checkers even



Remember, always ride responsibly, and be sure to read our safety message elsewhere in this publication.

sweeter, make sure you check out Honda's generous CR contingency program. Novice or expert, the dream and the hunger are just as intense. And if you're on a CR, victory tastes just as sweet.

HONDA
Come ride with us.

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DESKTOP MOTOCROSS

COMPLETE GUIDE TO 1996 CROSSERS

Get a jump on the competition

❑ Buying a new motocrosser is not as simple as selecting your favorite team (Anaheim Bullfrogs?), color of plastic (purple, what else?), movie star (Babe the pig?) or TV show (*Wings of the Luftwaffe*?). Nowadays you are no longer shopping for just a new bike, but signing a contract for hire. If you buy the right bike, the manufacturer will pay you to race it, you can earn purse money on it, move up to pro if it suits your style or plow fields with it this winter. Shucks, with careful shopping, an aspiring motocross star-to-be will find that he can make money or, at least, save money if he chooses the right brand.

To help make your shopping easier and to give you a better idea on whose grass is greener (grass green, not Kawasaki green), the *MXA* wrecking crew has designed a '96 new bike comparison guide (containing all the information you need to sign the most lucrative contract).

GUIDE OF ALL GUIDES

Besides specifications on the '96 models, we have also included the amount of money that is being paid out in contingency fees and sales incentive programs that might make a difference. That is not all, however. A replacement parts price comparison gives you a good idea of what it's going to take to keep that new bike running for the entire race year.

Take this information, study it, memorize it and go visit the local dealer—but don't buy the bike yet! Examine the dealership and determine how involved he is in motocross and what he can offer. Ask these questions: Is the dealer involved with local racing? Does he give a break on parts, service and performance mods to up-and-coming talent? Does he have an open line of communication with the factories' race departments? Does he have parts in stock to fix a Saturday night emergency? Have a successful season and *caveat emptor*.

HERE COME THE BRIBES
FACTORY SALES INCENTIVES FOR '96

• Before going any further, honestly evaluate your level of skill and determine how deeply you can dip into the contingency pool. Some riders will find that they can come out way ahead with a manufacturer that offers more up front (care package) and less later (contingency). A good deal on the showroom is money saved; contingency money has to be earned.

Without further ado, we present the added incentives for buying each brand.

ADB AVENGER

All Avenger motorcycles are custom, hand-built units that are manufactured in the United States specifically for each individual rider's height, weight and riding style. That means the new Avenger will be delivered with your desired suspension settings, jetting, tires, body compartment and controls set up. It's as close as one can get to building one's own bike, and it can save big money compared to buying any other bike and spending more money to set it up the way you like.

HONDA

American Honda is not ready to release the amount of contingency it will be paying out in '96, but assured us that it will be comparable to the '95 payout. In the past, Honda offered payouts of $2,037,000 in Amateur and $914,000 in Professional classes.

KAWASAKI

Besides $1,848,950 amateur and $1,227,100 professional contingency up for grabs next year, Kawasaki also puts much emphasis on its Team Green program. Team Green is a closely knit rider-to-dealer-to-factory network that provides riders with pertinent KX setup information. It's not even necessary to see the dealer. Simply call Kawasaki, ask for Team Green and a real, live Team Green technician will give the specific KX

'96 Kawasaki KX500.

'96 Yamaha YZ250.

setup you should be using. Team Green support trucks are at all events where Kawasaki offers contingency, and will give you (or at least sell you at a reduced price) parts, service and advice that you might need to make it through the event. Although all the manufacturers offer this service to some extent, they don't have the service facilities, parts availability or manpower at as many events as Kawasaki does.

KTM

Any rider who buys a '96 KTM before December 31, 1995, will receive a free $300 value care kit that includes a parts manual, tools, air filter, brake pads, silencer packing, sprockets, decal kit, T-shirts, hats and many other bike and body accessories. The eligible models include the 125SX, 250SX, 300MXC, 360SX, 550MXC and KTM 620 LC4 SX. Don't feel left out if you own a KTM 50SX, though, since KTM offers U.S. Savings Bonds to the top finishers at major Pee-Wee events that are redeemable for scholarship.

SUZUKI

Anyone who buys a '96 RM125 or RM250 before January 31, 1996, will receive care packages worth $225 and $400, respectively. The 125 Pro Rider Package includes one set of Bridgestone tires, EK chain, moto stand, graphics kit, lever kit and Team Suzuki hat/ T-shirt. In addition, purchasers of RM250s also receive a top-end kit (piston, ring clips and gasket) and a year's subscription to *Cycle News*. Besides the $2,482,350 in Amateur and $1,015,500 in Pro contingency that is offered at 53 amateur and professional events throughout the country, an additional $100,700 is up for grabs at the annual Suzuki Cup in Branson, Missouri. The Suzuki Cup is open to invited Suzuki riders only. If you are a school-aged racer who purchases a '96 RM, you will receive a $500 savings bond as long as you compete in at least five events and maintain a GPA of 3.0 or better. Finally, every new RM owner is automatically entitled to attend a local Tony D. Motocross School free of charge.

YAMAHA

Buying a Yamaha instantly entitles you to take advantage of a wealth of race and hop-up information and factory-approved performance parts. Yamaha employs a full-time staff that spends the entire year finding ways to make the new YZs run faster and live longer, and then makes their findings available to the public through *Wrench Report* bulletins. YZR performance parts are built by top tuners in the country, thoroughly tested by the factory and then sold dealer-direct. Yamaha will offer $1,944,900 in Amateur and $1,605,975 in Pro contingency for '96. ●

'96 Honda CR80 Expert.

'96 Suzuki RM125.

'96 Avenger 600.

1996 OPEN MOTOCROSS SPECIFICATIONS

	HONDA CR500	KAWASAKI KX500	KTM 300MXC	KTM 360SX	KTM 550 MXC
Suggested retail	$5399	$5499	$5598	$5748	$5698
Displacement	491cc	499cc	297cc	354cc	548cc
Bore & stroke	89mm x 79mm	86mm x 86mm	72mm x 73mm	78mm x 74mm	92.25mm x 82mm
Induction system	Reed valve	Reed valve	Case reed	Case reed	Reed valve
Carburetor/slide/size	Keihin PJ/flat/38mm	Keihin PWK/D/39mm	Keihin PWK/D/38mm	Keihin PWK/D/38mm	Dellorto/flat/38mm
Transmission	5-speed	5-speed	5-speed	5-speed	5-speed
Final gearing	14/49	14/47	14/52	14/50	14/48
Wheelbase	58.5"	58.7"	57.8"	57.8"	58.3"
Bar height	48.7"	47.4"	47.8"	47.8"	47.8"
Seat height	36.9"	37.4"	37.2"	37.2"	37.6"
Ground clearance	12.9"	14.6"	15.2"	15.2"	15"
Claimed dry weight	222.7 lb.	221 lb.	233.7 lb.	217.2 lb.	235.9 lb.
Front fork/diameter/ travel	Inverted Kayaba/ 46mm/12.2"	Inverted Kayaba/ 43mm/12.2"	Conv. Marzocchi Magnum/45mm/11.8"	Conv. Marzocchi Magnum/45mm/11.8"	Conv. Marzocchi Magnum/45mm/11.8"
Rear shock/rear wheel travel	Kayaba/12.6"	Kayaba/13"	Ohlins/13.3"	Ohlins/13.4"	Ohlins/13.4"
Front tire/size	Dunlop/80/100-21	Dunlop 490/80/100-21	Michelin MP11/90/90-21	Michelin MP11/90/90-21	Michelin MP11/90/90-21
Rear tire/size	Dunlop/110/100-18	Dunlop 695/120/90-19	Michelin MP11/130/80-18	Michelin MP11/130/70-19	Michelin MP11/130/80-18
Front brake rotor diameter	240mm	220mm	260mm	260mm	260mm
Rear brake rotor diameter	220mm	190mm	220mm	220mm	220mm

'96 KTM 360SX.

REPLACEMENT PARTS COST—OPEN MOTOCROSSERS

	HONDA CR500	KAWASAKI KX500	KTM 300MXC/360SX
Piston	$95.26	$94.40	$204.05*
Rings	$37.30	$33.60	$70.26
Top-end bearing	$11.03	$12.16	$12.19
Head gasket	$18.46	$18.30	$6.15
Base gasket	$7.71	$6.00	$1.23
Intake gasket	$3.33	$4.44	NA
Fiber clutch plates	$72.00	$104.64	$150.03
Steel clutch plates	$60.20	$58.24	$74.96
Clutch springs	$18.96	$26.64	$12.42
Clutch cover gasket	$4.72	$11.32	$6.72
Total	$328.97	$369.74	$467.75

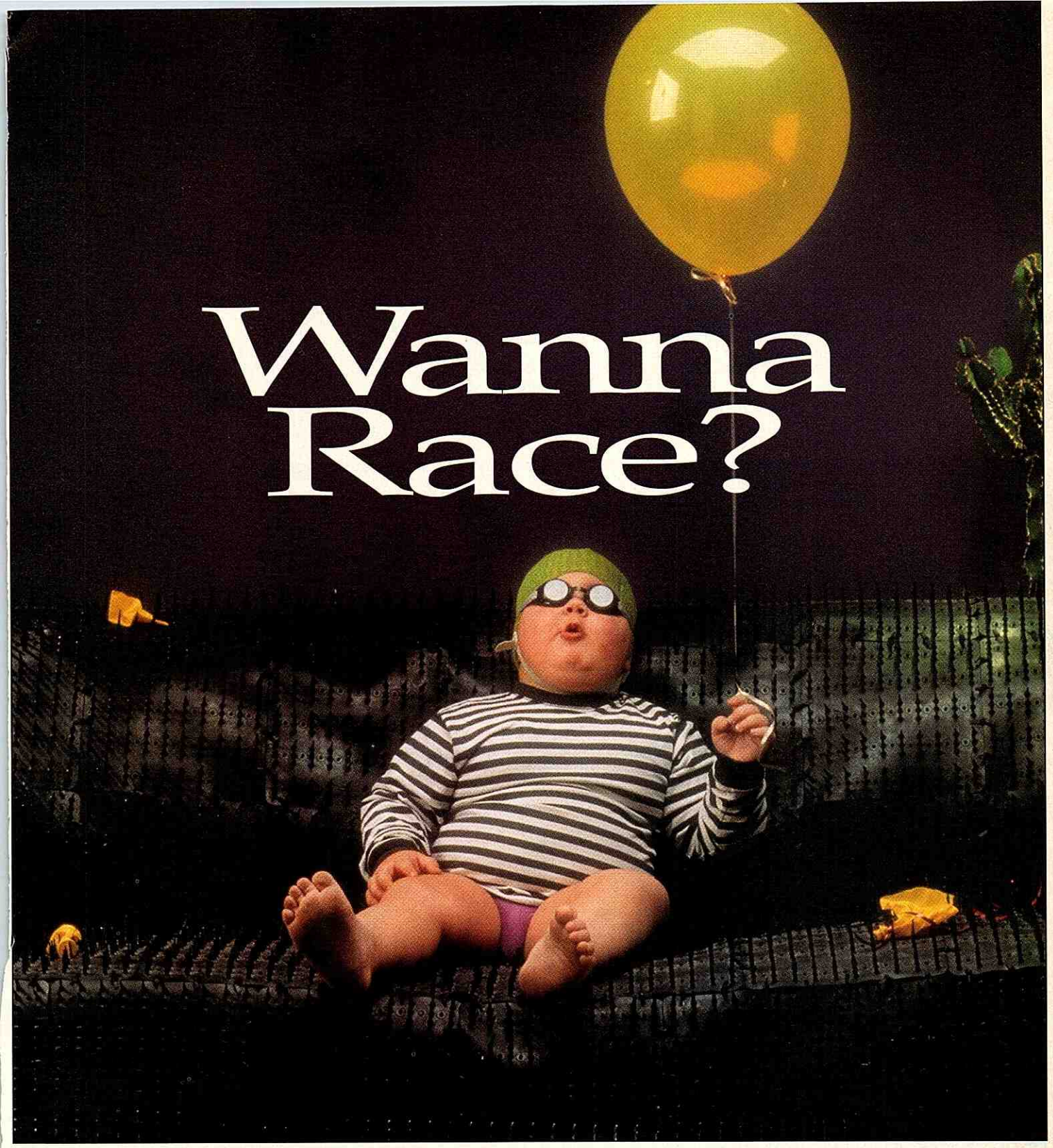
*KTM pistons are only available as a kit, which includes piston, rings, wrist pin and circlips.

'96 KTM 300MXC.

'96 KTM 550MXC.

'96 Honda CR500.

'96 KAWASAKI KX500.



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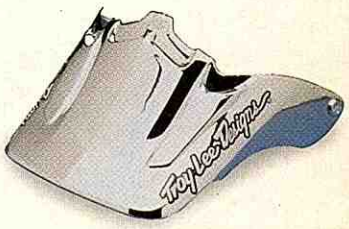

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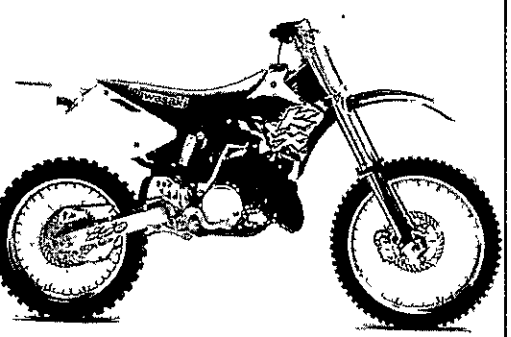
1996 250 MOTOCROSS SPECIFICATIONS

	HONDA CR250	KAWASAKI KX250	KTM 250SX	YAMAHA YZ250	SUZUKI RM250
Suggested retail	$5499	$5599	$5348	$5149	NA
Displacement	249cc	249cc	248.6cc	249cc	249cc
Bore & stroke	66.4mm x 72mm	66.4mm x 72mm	67.5mm x 69.5mm	68mm x 68.8mm	66.4mm x 72mm
Induction system	Reed valve	Reed valve	Case reed	Reed valve	Reed valve
Carburetor/slide/size	Keihin PJ/flat/38.3mm	Keihin PWK/D/38mm	Keihin PWK/D/38mm	Keihin PWK/D/38mm	Keihin PJ/oval/38mm
Transmission	5-speed	5-speed	5-speed	5-speed	5-speed
Final gearing	13/50	14/49	14/50	13/49	NA
Wheelbase	58.4"	57.5"	57.8"	58.9"	58.1"
Bar height	49"	47.8"	47.8"	47.8"	NA
Seat height	36.9"	37.6"	37.2"	39.9"	37.5"
Ground clearance	13.1"	15.2"	15.2"	15"	13.9"
Claimed dry weight	213.8 lb.	213 lb.	217.2 lb.	214 lb.	NA
Front fork/diameter/travel	Inverted Kayaba/46mm/12.2"	Inverted Kayaba/46mm/12.2"	Conv. Marzocchi Magnum/45mm/11.8"	Inverted Kayaba/46mm/11.8"	Conv. Showa/49mm/12.2"
Rear shock/rear wheel travel	Kayaba/12.6"	Kayaba/13"	Ohlins/13.3"	Kayaba/12.4"	Showa/12.8"
Front tire/size	Dunlop/80/100-21	Dunlop 490/80/100-21	Michelin MP11/90/90-21	Dunlop 490/80/100-21	Bridgestone/80/100-21
Rear tire/size	Dunlop/110/90-19	Dunlop 737/110/90-19	Michelin MP11/130/70-19	Dunlop 695/110/90-19	Bridgestone/110/90-19
Front brake rotor diameter	240mm	220mm	260mm	245mm	250mm
Rear brake rotor diameter	220mm	190mm	220mm	220mm	220mm

Note: Suzuki prices are based on '95 parts.

'96 Kawasaki KX250.

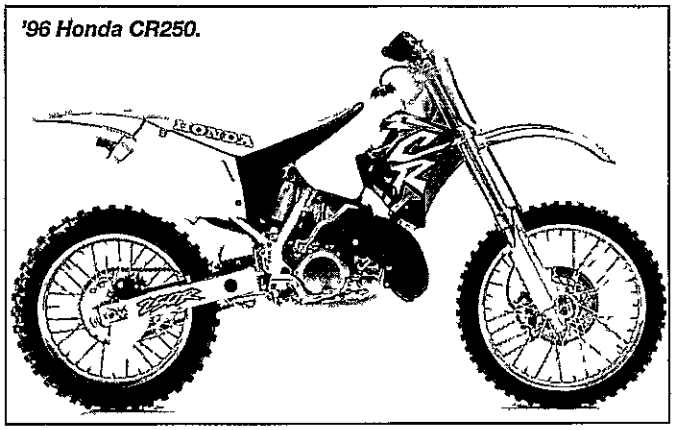


COMPARATIVE REPLACEMENT PARTS COST—250 MOTOCROSSERS

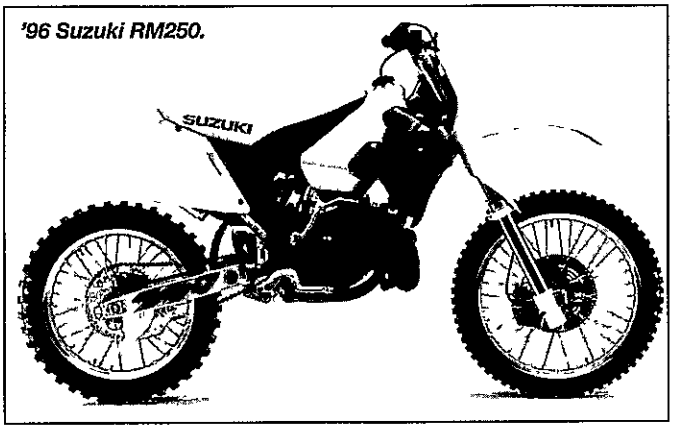
	HONDA CR250	KAWASAKI KX250	KTM 250SX	SUZUKI RM250	YAMAHA YZ250
Piston	$75.09	$77.40	$204.05*	$41.33	$57.80
Rings	$32.30	$29.60	$70.26	$25.58	$43.00
Top-end bearing	$10.12	$12.16	$12.19	$11.00	$14.60
Head gasket	$16.68	$16.48	$6.51	$7.48	$6.70
Base gasket	$7.43	$6.29	$1.23	$4.76	$4.40
Intake gasket	$9.58	$4.44	NA	$1.74	$2.60
Fiber clutch plates	$72.00	$105.76	$150.03/9	$62.48	$83.20
Steel clutch plates	$60.20	$58.24	$74.96/8	$33.74	$77.00
Clutch springs	$16.92	$16.55	$12.42/6	$19.08	$18.60
Clutch cover gasket	$4.72	$9.66	$6.72	$13.37	$6.40
Total	$305.04	$336.58	$468.11	$220.56	$314.30

*KTM pistons are only available as a kit, which includes piston, rings, wrist pin and circlips.

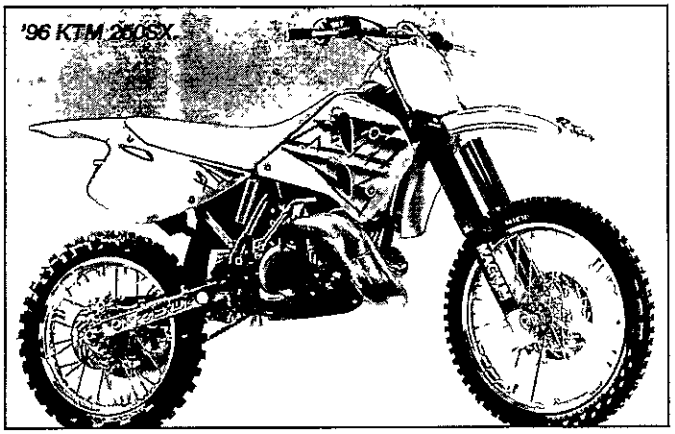
'96 Honda CR250.



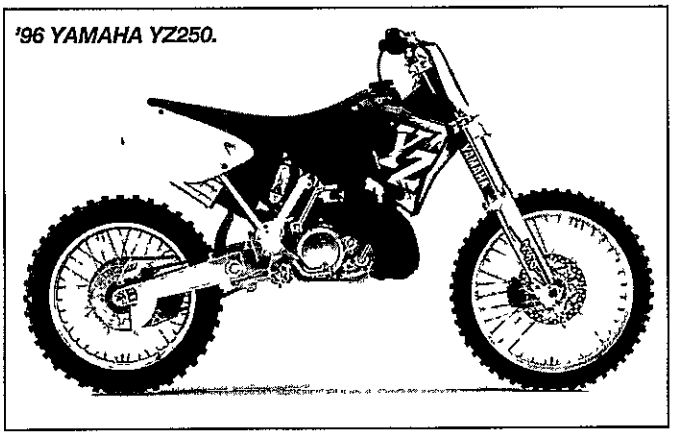
'96 Suzuki RM250.

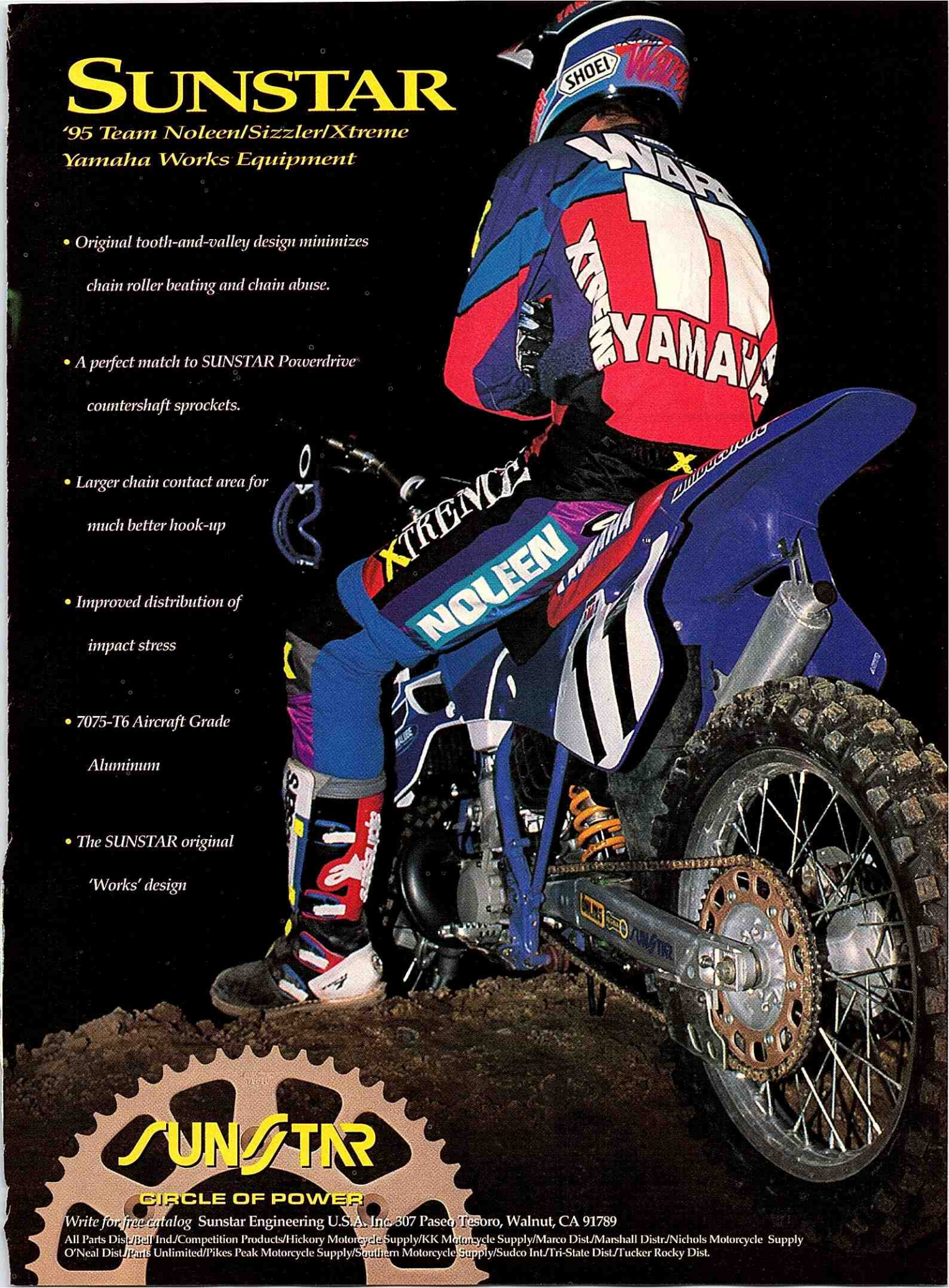


'96 KTM 250SX.



'96 YAMAHA YZ250.

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1996 125 MOTOCROSS SPECIFICATIONS

	HONDA CR125	KAWASAKI KX125	KTM 125SX	YAMAHA YZ125	SUZUKI RM125
Suggested retail	$4699	$4749	$4398	$4249	NA
Displacement	125cc	124.8cc	124.8cc	124cc	124cc
Bore & stroke	54mm x 54.5mm	54mm x 54.5mm	54.25mm x 54mm	54mm x 54.5mm	54mm x 54.5mm
Induction system	Case reed	Case reed	Case reed	Case reed	Case reed
Carburetor/slide/size	Keihin PJ/flat/36mm	Keihin PWK/D/35mm	Dellorto/flat/37mm	Mikuni TMX/flat/36mm	Keihin PWK/D/36mm
Transmission	6-speed	6-speed	6-speed	6-speed	6-speed
Final gearing	13/51	13/50	13/50	13/50	NA
Wheelbase	57.1"	57.3"	56.3"	56.5"	56.9"
Bar height	49.8"	47.8"	47.6"	50.5"	NA
Seat height	37.4"	37.4"	37.4"	38.7"	37.3"
Ground clearance	13.9"	15.6"	15"	15.7"	13.7"
Claimed dry weight	192.9 lb.	191 lb.	198.4 lb.	193 lb.	192.9 lb.
Front fork/diameter/ travel	Inverted Kayaba/ 43mm/12.2"	Inverted Kayaba/ 46mm/12.2"	Conv. Marzocchi Magnum/45mm/11.8"	Inverted Kayaba/ 46mm/11.8"	Conv. Showa/49mm/ 12.2"
Rear shock/rear wheel travel	Kayaba/12.6"	Kayaba/13"	Ohlins/13.4"	Kayaba/12.4"	Showa/12.8"
Front tire/size	Dunlop/80/100-21	Dunlop 490/80/100-21	Michelin MP11/90/90-21	Dunlop 490/80/100-21	Bridgestone/80/100-21
Rear tire/size	Dunlop/100/90-19	Dunlop 737/100/90-19	Michelin MP11/120/80-19	Dunlop 695/100/90-19	Bridgestone/100/90-19
Front brake rotor diameter	240mm	220mm	260mm	245mm	250mm
Rear brake rotor diameter	220mm	190mm	220mm	220mm	220mm

Note: The Honda piston and ring and all the Suzuki prices are based on '95 parts.

'96 Yamaha YZ125.

COMPARATIVE REPLACEMENT PARTS COST—125 MOTOCROSSERS

	HONDA CR125	KAWASAKI KX125	KTM 125SX	SUZUKI RM125	YAMAHA YZ125
Piston	$67.96	$70.53	$138.13*	$39.33	$38.75
Rings	$15.19	$11.28	$24.93	$12.16	$8.80
Top-end bearing	$7.15	$12.16	$11.49	$9.98	$14.20
Head gasket	$10.70	$15.48	$8.57	$6.25	$6.15
Base gasket	$6.82	$7.00	$1.47	$4.34	$4.60
Intake gasket	$3.47	$3.89	NA	NA	None
Fiber clutch plates	$48.79	$92.54	$180.48	$67.28	$76.80
Steel clutch plates	$47.52	$49.92	$63.45	$27.37	$48.65
Clutch springs	$13.45	$13.24	$19.38	$17.15	$15.50
Clutch cover gasket	$5.00	$7.66	$7.16	$9.70	$3.60
Total	$226.05	$283.70	$455.06	$193.56	$217.05

*KTM pistons are only available as a kit, which includes piston, rings, wrist pin and circlips.

'96 Honda CR125.

'96 KTM 125SX.

'96 Kawasaki KX125.

'96 Suzuki RM125.

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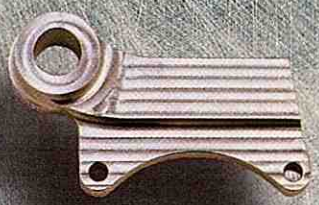

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ARTCORE DESIGNS

1996 MINICYCLE SPECIFICATIONS

	HONDA CR80	HONDA CR80 EXPERT	KAWASAKI KX80	KAWASAKI KX100	SUZUKI RM80	YAMAHA YZ80
Suggested retail	$2999	$3099	$2799	$3199	$2819	$2799
Displacement	83cc	83cc	82cc	99cc	82cc	82.9cc
Bore & stroke	47mm x 47.8mm	47mm x 47.8mm	48mm x 45.8mm	52.5mm x 45.8mm	47.5mm x 46.8mm	47mm x 47.8mm
Induction system	Reed valve	Reed valve	Reed valve	Reed valve	Case reed	Case reed
Carburetor/slide/size	Keihin PE/round/ 28mm	Keihin PE/round/ 28mm	Keihin PE/round/ 26mm	Keihin PE/round/ 26mm	Mikuni TM/flat/ 28mm	Mikuni VM/ round/26mm
Transmission	6-speed	6-speed	6-speed	6-speed	6-speed	6-speed
Final gearing	15/49	15/55	13/49	13/52	14/48	14/47
Wheelbase	49.8"	51.6"	49.2"	50.4"	48.8"	49.5"
Bar height	44.6"	45.9"	41.3"	42.5"	43.3"	43.5"
Seat height	33.1"	34.2"	33.1"	34.3"	33.1"	33.6"
Ground clearance	13"	14.1"	13.6"	14.8"	12.8"	13.7"
Claimed dry weight	143.3 lb.	147.7 lb.	140 lb.	147 lb.	141 lb.	146 lb.
Front fork/diameter/ travel	Inverted Showa/ 37mm/10.8"	Inverted Showa/ 37mm/10.8"	Conv. Kayaba/ 38mm/10.8"	Inverted Kayaba/ 36mm/10.8"	Conv. Showa/ 35mm/10.8"	Inverted Kayaba/36mm/10.8"
Rear shock/rear wheel travel	Showa/11"	Showa/11"	Kayaba/10.8"	Kayaba/10.8"	Showa/10.9"	Kayaba/11.1"
Front tire/size	Dunlop/70/100-17	Dunlop/70/100-19	Dunlop 490/70/ 100-17	Dunlop 490/70/ 100-19	Bridgestone M61/ 70/100-17	Dunlop 490/ 70/100-17
Rear tire/size	Dunlop/90/100-14	Dunlop/90/100-16	Dunlop 695/90/ 100-14	Dunlop 695/90/ 100-16	Bridgestone M58/ 90/100-14	Dunlop 695/90/ 100-14
Front brake rotor diameter	220mm	220mm	190mm	190mm	200mm	220mm
Rear brake rotor diameter	190mm	190mm	150mm	150mm	183mm	190mm

'96 Kawasaki KX80.

REPLACEMENT PARTS COST—MINICYCLES

	HONDA CR80/ CR80-EXPERT	KAWASAKI KX80	KAWASAKI KX100	SUZUKI RM80	YAMAHA YZ80
Piston	$31.99	$48.75	$47.50	$25.37	$48.00
Rings	$12.29	$24.36	$24.36	$12.00	$9.60
Top-end bearing	$12.52	$11.32	$11.32	$8.01	$8.60
Head gasket	$15.45	$14.98	$14.98	$4.14	$6.05
Base gasket	$3.49	$2.96	$2.96	$2.68	$4.60
Intake gasket	$2.77	NA	NA	$1.54	None
Fiber clutch plates	$31.80	$61.44	$51.20	$52.45	$81.20
Steel clutch plates	$18.92	$41.60	$41.60	$13.36	$73.20
Clutch springs	$8.56	$14.50	$14.50	$11.95	$11.00
Clutch cover gasket	$8.27	$7.00	$7.00	$5.65	$9.00
Total	$146.06	$226.91	$215.42	$137.15	$251.25

'96 Kawasaki KX100.

'96 Honda CR80.

'96 Suzuki RM80.

'96 Yamaha YZ80.

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VF-X2

NEW VF-X2 Emig

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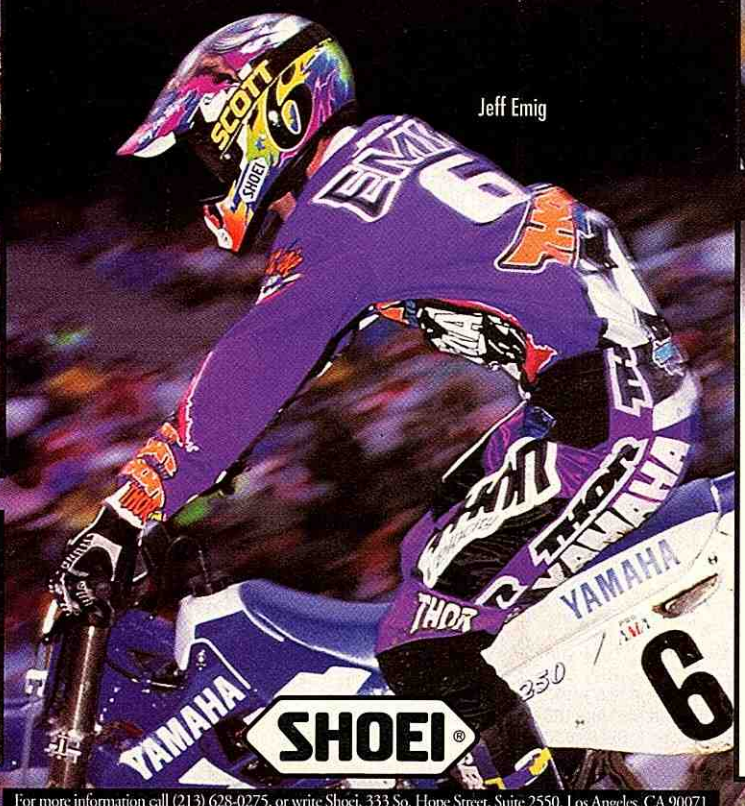
The Shoei VF-X2 features a Snell M90 approved, Fiberglass/Kevlar®/Carbon fiber compound shell.

If you are looking for the ultimate offroad helmet, then the new Shoei VF-X2 is the right choice for you too.

Larry Ward

Doug Henry

Kevin Windham



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1996 PEE WEE & JR. CYCLE MOTOCROSS SPECIFICATIONS

	COBRA BM50	KAWASAKI KX60	KTM 50SX	KTM 50SXR	YAMAHA PW50
Suggested retail	$1800	$2199	$1348	$1548	$1299
Displacement	49.8cc	60cc	49.8cc	49.8cc	49cc
Bore & stroke	39mm x 41.7mm	43mm x 41.6mm	39mm x 41.7mm	39mm x 41.7mm	40mm x 39.2mm
Induction system	Reed valve	Reed valve	Piston port	Piston port	Case reed
Carburetor/slide/size	Mikuni/round/18mm	Mikuni VM/round/24mm	Dellorto/flat/14mm	Dellorto/flat/14mm	Mikuni VM/round/12mm
Transmission	Centrifugal clutch	6-speed	Centrifugal clutch	Centrifugal clutch	Centrifugal clutch
Final gearing	13/40	13/44	11/42	1/42	6.218
Wheelbase	38"	42.5"	33"	35.5"	33.7"
Bar height	32"	36"	29.8"	31"	28.1"
Seat height	26"	28"	22.4"	23"	19.1"
Ground clearance	7.5"	9.8"	7.8"	7.9"	4.1"
Claimed dry weight	105 lb.	111 lb.	61.7 lb.	58.6 lb.	82 lb.
Front fork/diameter/travel	Conv.Pro Action/29mm	Conv.Showa/30mm/7.9"	Inverted EBR/26mm/3.2"	Inverted EBR/28mm/4.3"	Kayaba/22mm/2.4"
Rear shock/rear wheel travel	Works Perform./7"	Showa/7.9"	EBR/8"	EBR/8.3"	Kayaba/2"
Front tire/size	Chen Shin C-755/2.50-10	Dunlop 195/60/100-14	Chen Shin/C-755/2.50-10	Chen Shin C-755/2.50-10	Bridgestone M29/2.50-10
Rear tire/size	Chen Shin C-755/2.50-10	Dunlop 195/80/100-12	Chen Shin/C-755/2.50-10	Chen Shin C-755/2.50-10	Bridgestone M29/2.50-10
Front brake rotor diameter	Drum	Drum	Drum	Drum	Drum
Rear brake rotor diameter	Drum	Drum	Drum	Drum	Drum

'96 Cobra BM50.

REPLACEMENT PARTS COST—PEE WEE & JR. CYCLES

	COBRA BM50	KAWASAKI KX60	KTM 50SX	KTM 50SXR	YAMAHA PW50
Piston	$55.00*	$27.20	$69.65*	$78.08*	$27.50
Rings	$17.00	$21.64	$21.00	$21.00	$15.80
Top-end bearing	$5.00	$11.82	$8.95	$8.95	$7.80
Head gasket	$12.65	$14.48	$3.15	$3.15	$5.00
Base gasket	$1.00	$3.31	$0.55	$0.55	$2.40
Intake gasket	$4.50	NA	$0.55	$0.55	$12.20
Fiber clutch plates	$100.00**	$51.20	$21.42	$21.42	$105.95**
Steel clutch plates	NA	$33.28	NA	NA	None
Clutch springs	NA	$13.80	$4.22	$4.22	$8.00
Clutch cover gasket	$3.00	$8.82	$1.05	$1.05	$6.00
Total	$198.15	$185.55	$130.54	$138.97	$182.65

*KTM pistons are only available as a kit, which includes piston, rings, wrist pin and circlips.
**Centrifugal clutch replacement components are sold in kit form and include shoes, weights, springs and related hardware.

'96 Kawasaki KX60.

'96 Yamaha PW50.

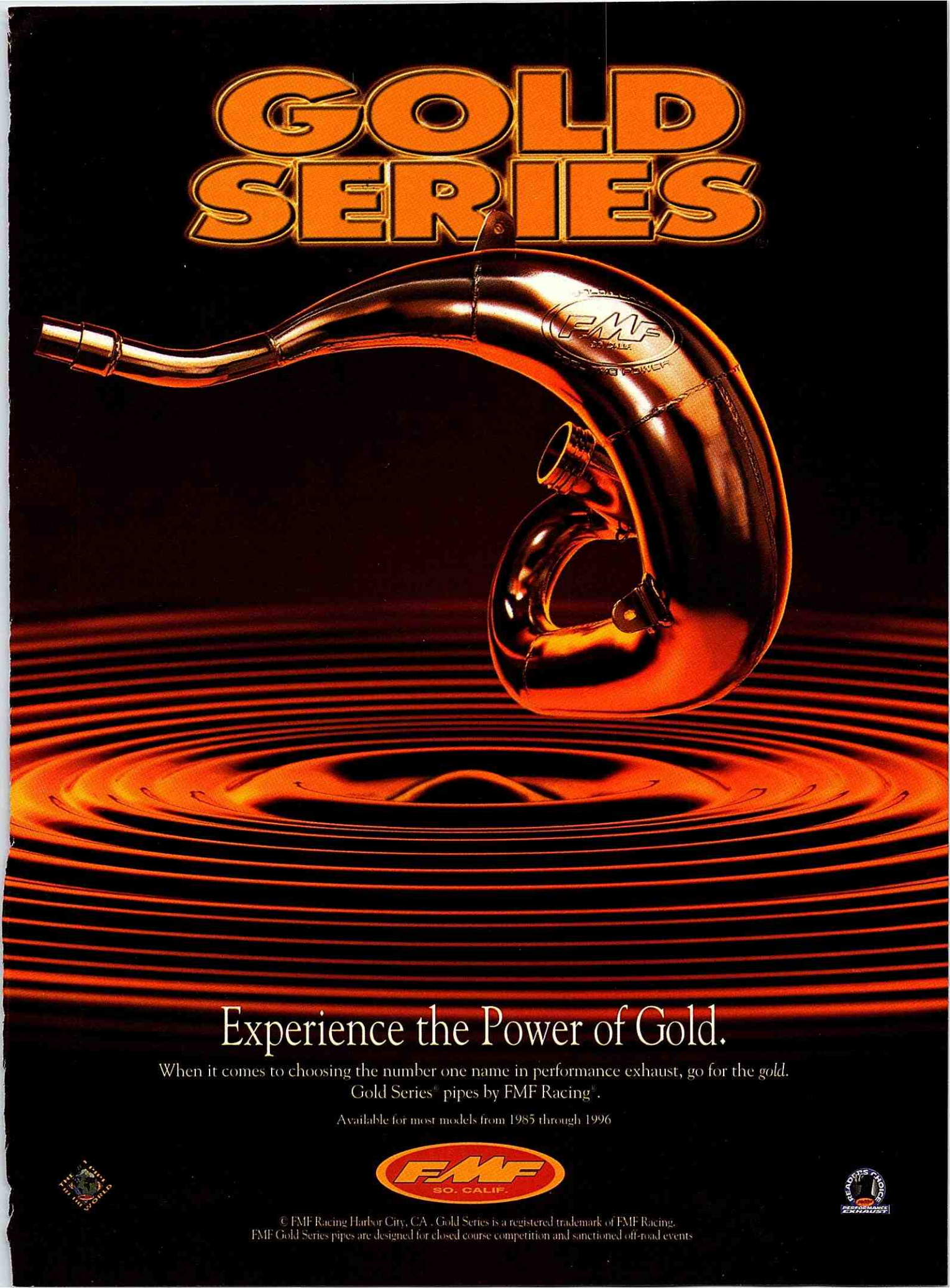
1996 FOUR-STROKE SPECIFICATIONS

	AVENGER 350/600	KTM 620SX
Suggested retail	$7998 (kickstart) $8498 (elec.)	$6448
Displacement	348cc/598cc or custom	609cc
Bore & stroke	79.5mm x 70.4mm/97mm x 81mm	101mm x 76mm
Induction system	Straight	Straight
Carburetor/slide/size	Mikuni TM/flat/38mm	Dellorto/round/40mm
Transmission	5-speed/6-speed	5-speed
Final gearing	Custom	15/50
Wheelbase	58"	59.5"
Bar height	48"	48"
Seat height	35.5"	37"
Ground clearance	13.5"	14.2"
Claimed dry weight	237 lb. (kickstart)	260.1 lb.
Front fork/diameter/travel	White Power 4057/40mm/12.5"	Marzocchi Magnum/45mm/11.4"
Rear shock/rear wheel travel	White Power 4681/11.5"	Ohlins/13"
Front tire/size	Bridgestone M61/80/100-21	Michelin MP11/90/90-21
Rear tire/size	Bridgestone M58/110/100-18	Michelin MP11/130/70-19
Front brake rotor diameter	290mm	260mm
Rear brake rotor diameter	135mm	220mm

REPLACEMENT PARTS COST—4-STROKE MOTOCROSSERS

	AVENGER 350	AVENGER 600	KTM 620SX
Piston	$129.53**	$324.42**	$295.93
Rings	$70.33	$111.97	$101.41
Top-end bearing	NA	NA	NA
Head gasket	$12.85	$12.19	$48.02
Base gasket	$2.55	$5.72	$2.07
Intake gasket	$3.97	$3.97	NA
Fiber clutch plates	$42.42	$134.72	$117.42
Steel clutch plates	$53.76	$59.78	$74.40
Clutch springs	$23.04	$23.04	$13.68
Clutch cover gasket	$6.97	$6.97	$3.89
Total	$275.09	$570.81	$555.41

**Avenger pistons also include rings.



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PSST! CAN YOU KEEP A SECRET?

Behind the scenes of professional motocross

❑ The winter of '95 is going to be one of the most exciting in recent history. The AMA is girding for another battle with the supercross promoters over who controls the sport. Team managers are preparing to fight the supercross promoters over scheduling. The riders have been strengthened by their Vegas encounter with the supercross promoters. It's possible that the man on the street will pick a fight with the supercross promoters if he gets a chance.

When the movers and shakers of motocross aren't fighting with the promoters (which doesn't leave a lot of time), they are switching teams, writing new rules or looking for an angle.

This is the inside scoop on what's up. Oh, by the way, it's a secret . . . so don't tell anyone.

☆☆☆☆

While the factory teams are up in arms over the length of the professional racing season, both the AMA and the supercross promoters are proposing more races than last year. An additional outdoor National will be held at **Glen Helen Raceway** in San Bernardino, California, expanding the series from 12 to 13 races. The supercross promoters are requesting 16 supercrosses instead of 15. The new supercross is rumored to be headed for Chicago.

☆☆☆☆

Meanwhile, back at the factories, team managers are fuming. They have to live within **existing budgets.** Every time the AMA or supercross promoters add a race to the schedule, it costs the teams approximately $20,000 in expenses. Adding two new races is not a popular concept.

☆☆☆☆

At the moment, there is no **Anaheim Supercross** on the proposed AMA schedule.

☆☆☆☆

The AMA is still actively trying to raise the **minimum age** requirement for professional motocross from 16 to 18.

Contract talks: Mike LaRocco (1) has the potential to turn a bad year into the best of his life. How do you make lemonade from lemons? First, Mike broke his arm and lost the Supercross Championship, then he underwent knee surgery and missed the end of the 250 outdoor series and, after all that, he started to negotiate with both Team Suzuki and Team Kawasaki for '96. The dollar signs zoomed. ►

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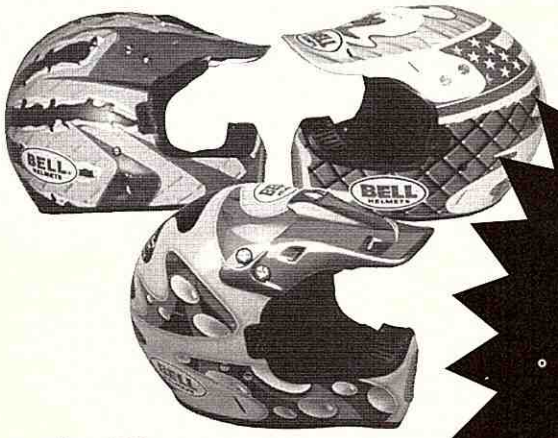

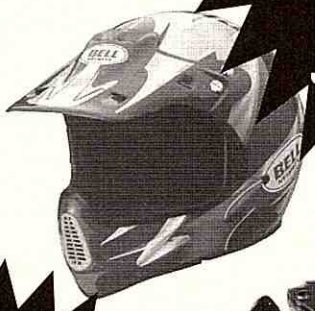

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PSST!

In and out: Ryan Hughes (9), who left the Team Kawasaki box van to make room for Robbie Reynard (right), is back in the semi-truck, while the oft-injured Reynard will be sent packing. Where will Robbie go? Maybe Team SplitFire, maybe Team Honda of Troy, maybe Team Yamaha and maybe nowhere.

☆☆☆☆

Even though the Brickyard 400, college football, World Series and supercrosses can be held on Saturdays, the outdoor promoters on the **AMA Advisory Board** refused to consider moving the AMA Nationals from Sunday to Saturday. The discussion got so heated that Team Yamaha's Keith McCarty told one of the promoters to "listen to what's being said and quit rolling your eyes!" The promoters shot the idea down.

☆☆☆☆

KTM factory riders Jeff Dement and Tony Amaradio got into a fight in the middle of the first 250 moto at Red Bud. Dement and Amaradio collided, and the normally mild-mannered Amaradio decided to punch his teammate's lights out. The AMA **disqualified** Amaradio from the second moto, but KTM did not punish either rider.

☆☆☆☆

A week later **Amaradio** quit the KTM team, citing "irreconcilable differences" with the bike. Amaradio borrowed a Honda at Unadilla, a Yamaha for Millville and a Honda at Washougal. Tony had his best finish of the year (sixth) at Washougal.

☆☆☆☆

Meanwhile, insiders report KTM will probably re-sign Dement for the '96 season and may sign former 250 GP runner-up Mike Healey to race selected **West Coast events** and the Four-Stroke World Championships.

☆☆☆☆

The AMA Advisory Board has been looking into an "anti-Pichon" rule that would keep any rider who finished in the top five in the European World Championships from racing the 125 Supercross series. The **major flaw** in the rule is that Mickael Pichon never finished in the top five. The current 125 East Coast Champion was sixth in the '94 125 World Championships before coming to America.

☆☆☆☆

Meanwhile, back at the SplitFire ranch, Mickael Pichon has decided not to defend his 125 East Championship. The French rider will return to Europe to race the Grand Prix series. Like Jean-Michel Bayle before him, Pichon never made any close friends in the United States. With Pichon **going back** to Europe and Huffman moving up to the 250 class next year, there will be no #1 plates in the 125 class. Mickael has vowed to return to the U.S. once he has won a 125 and 250 World Championship. If the Frenchman does return, he will have to complete the year remaining on his SplitFire contract.

☆☆☆☆

Damon Huffman, who has had a bitter relationship with **arch-rival Ryan Hughes**, thought he had finally shaken his nemesis when he signed a three-year deal with Team Kawasaki. Huffman thought Hughes would go to Team Honda or Team Suzuki. Surprise! Kawasaki signed Hughes to the 250 Nationals and 250 Supercross. Huffman and Hughes will meet again in the 250 Supercross series. Huffman will ride the 125 Nationals in '96.

☆☆☆☆

One of the stranger considerations in choosing what team to ride for is the clothing situation. Case in point: Ryan Hughes signed with Team Kawasaki, which doesn't have a team clothing arrangement, leaving him free to sign his own apparel contract. A week after signing with team Kawasaki, Ryan inked a **rumored $70,000,** one-year clothing contract with Thor Racing and garnered a $15,000 deal with Sidi boots. By the time Ryan secures a helmet and goggle deal, his freedom from team attire could earn him as much as $105,000.

☆☆☆☆

The AMA President of Pro Racing, Cary Agajanian, flew to Red Bud to talk with team managers about the brewing battle between factory teams and supercross promoters. The AMA's Agajanian and Ed Youngblood weren't too thorough, though; they talked to team managers on Saturday and then **went home**—they didn't even stay to watch the race! To make matters worse, they didn't even show up at the Troy, Ohio, National—only 75 miles from the AMA offices.

☆☆☆☆

Stefan Everts wants to move to America for '96. However, after the **less-than-stellar** performance of two-time World Champion Greg Albertyn in '95, the fervor to hire Euros has subsided. Everts would be lucky to get a bike-and-parts deal in America. His best chance would be to get a Suzuki ride with his father's old teammate, Roger DeCoster. Unfortunately, Suzuki already has a foreign rider, Albertyn, and no American team wants to risk the public image problems of having too many foreigners on their squad.

☆☆☆☆

With the release of its new CR80 and CR80 Big Wheel, Honda has formed a **minicycle team.** Riders Danny Carlson and Bryan McGavran have been chosen as test riders.

☆☆☆☆

Tallon Vohland won his **first-ever** 250 Grand Prix by a 2-1 score in Venezuela. Vohland, a former Team Green rider whose brother Tyson also raced the GPs, rides for the JHK Kawasaki team.

☆☆☆☆

At the Troy, Ohio, 125/250 National, Dunlop and Wiseco posted cash awards to riders who won the various Sunday morning **qualifiers and consolation** races. Dunlop paid $250 to the heat winners, while Wiseco handed $500 to the winners of the two consolation motos. It's nice to see Dunlop and Wiseco joining Skoal and Camel to help out the privateers.

☆☆☆☆

The **mercurial** Robbie Reynard is rumored to be out at Team Kawasaki (at least out of the big rig).

☆☆☆☆

Kawasaki doesn't want to lose Reynard, but doesn't want to keep him, either. Robbie is probably the best overall rider in the Nationals, but his numerous injuries have diminished

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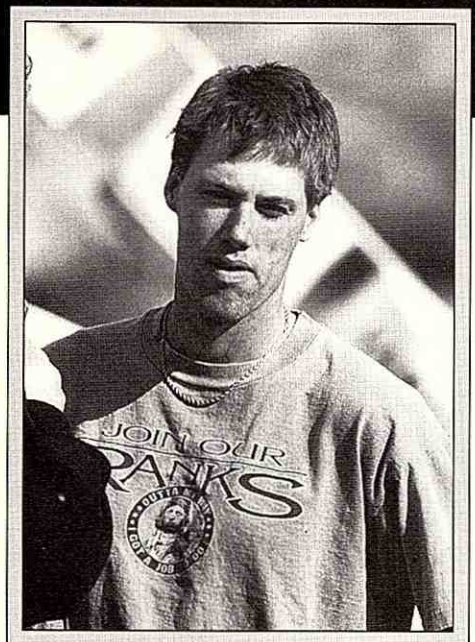

Oh Henry: Doug Henry, who has missed the second half of the '95 season after his wild flight at Budds Creek, will be back on Team Honda for '96. Honda is making a good move.

Team Kawasaki's interest in giving him the **full-boat treatment.** Insiders report Kawasaki is trying to get Team SplitFire to take Reynard as a replacement for Pichon, but SplitFire's Mitch Payton is hesitant (even though Kawasaki would pay the freight). Team SplitFire doesn't want Reynard because he has a long-term apparel deal with Fox, and SplitFire has an AXO clothing deal. Even so, it is possible that SplitFire will put Reynard on the 125 East Coast team.

☆☆☆☆

Meanwhile, over at Team Honda of Troy (HOT), **rumors abound** that Reynard has tried to get a ride with the HOT team for '96 (just in case he can't make a big-rig or SplitFire deal). Unfortunately, HOT recently signed a deal with Sinisalo for '96. The only way Reynard can go to Troy is to get out of his Fox contract. He signed a six-year clothing contract with Fox three years ago—which may make him a well-dressed privateer in '96.

☆☆☆☆

It appears that Honda of Troy will **downsize** its massive team for '96, but not to save money. The goal is to get more powerhouse riders. Pit pundits believe the '96 HOT team will be Larry Ward, Brian Swink, Mike Brown and Mike Craig.

☆☆☆☆

Mike LaRocco is riding out the last year of his Kawasaki contract. For the moment, Mike is in the driver's seat when it comes to contract negotiations. He believes he has been treated like a second-class citizen at the Green Team and is using the '96 contract negotiations to rub it in. Team Suzuki's Roger DeCoster got Kawasaki's attention when he opened contract talks with LaRocket. Kawasaki countered with a big offer. Suzuki retaliated. Kawasaki upped the ante to a three-year deal. Negotiations will end when one of the two runs out of money.

☆☆☆☆

Meanwhile, back at the LaRocco ranch, Mike is recovering from surgery to repair his **anterior crusciate** ligament, which was torn at Millville. Mike will sit out the rest of the '95 season—including the Motocross des Nations.

☆☆☆☆

Have you seen the new Honda TV commercial with **Jeremy McGrath** doing a nac-nac in a stadium filled with checkered flags? It was filmed in Las Vegas the day after McGrath (along with Henry, Swink, Kiedrowski and Craig) refused to ride the Vegas Supercross. When Honda showed up with the film crew the next day, the supercross promoters weren't happy. Insiders report it was only because of Honda's iron-clad rental agreement that they got to shoot the commercial. The anger runs deep.

☆☆☆☆

Privateer riders who are hoping to get a factory ride in '96 will be sorely disappointed. Even riders who have had phenomenal seasons, like Larry Ward and Mike Brown, have only the slimmest chance of getting a full-boat ride. Ward's **flaky reputation** and the fact that he has been a factory rider in the past work against him, while Brown is doing well in a year when the factory teams are in the process of downgrading the priority of the 125 class.

☆☆☆☆

Honda of Troy's **Mike Brown** should win the 125 East Supercross Championship in '96. Unfortunately, he won't even have a chance. Brown was in the running early in the '95 supercross season, but got hurt and missed several races. Once he healed up, he came back and raced the last two events of the 125 series for the practice and money—big mistake. By returning to the 125 East series, Brown earned enough advancement points to be ineligible to compete in 125 Supercross in '96. He will have to move to the 250 Supercross class. That's a **bum deal** for Brown and for Team Honda of Troy, but somebody should have been keeping track of his points. Brown could have sat out the last race, especially since he was totally out of the Championship running, and preserved his right to race the 125 class next year. Oops!

☆☆☆☆

Jeff Stanton, who ironically stated he was retiring from professional motocross before he got injured, was **hit by a car** while riding his street bike with Steve Lamson. Lamson, who was staying with Stanton at his Michigan home, witnessed the accident. The two Honda riders were riding street bikes to dinner in Battle Creek when apparently the brakes failed on the car, which ran a light and hit Stanton. He suffered broken bones in his shoulder blade, wrist and arm.

☆☆☆☆

Meanwhile, back at the Lamson ranch, Steve came home and sold his **street bike.** He bought a Sea-Doo watercraft with the money.

☆☆☆☆

The FIM wants to institute a **Super License** for World Supercross competitors. It would cost each rider $1000 and only be used to legitimize riders for the eight-race World Supercross Championship. Good luck. American riders won't pay $1000 to race the off-season World Supercross Series, and most Europeans are only eligible to ride the Barcelona, Geneva and Paris rounds. That's $333 per race. Few European riders could hope to earn enough money racing the three events to make the investment worthwhile.

☆☆☆☆

Amid rumors that Kiedrowski will retire at the end of the '95 season, his agent, **Dave Stephenson,** has been fishing to snag him a new ride. Mike, however, says he will only accept a ride with current employer Kawasaki or past employer Honda.

☆☆☆☆

When Yamaha hired Kevin Windham a year ago, it claimed it was not actively campaigning the 125 Supercross class, but had simply hired Windham as a future 250 rider. Now Yamaha is trying to buy **Tim Ferry** away from Team Suzuki to ride the 125 East. Yamaha has offered Ferry a three-year deal. Windham would then move to the 125 West.

☆☆☆☆

Yamaha Option number two: If Team Suzuki keeps Ferry, Yamaha could still try to sign **Robbie Reynard.** Yamaha is the Fox-equipped team. Reynard could fit in. He was paid $75,000 by Kawasaki, but reportedly said he would take less to remain on a factory team.

☆☆☆☆

For some strange reason, rotund **moto-raconteur** Bevo Forte has been the "rider representative" on the AMA's Motocross Advisory Board. Bevo is not

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BRAKE LEVER	
RM125.....90-95	8.24
RM250.....90-95	8.24
THROTTLE CABLE	
RM125.....90-95	10.54-15.95
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CLUTCH CABLE	
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BARNETT CLUTCH KIT	
RM125.....90-95	72.72
RM250.....90-95	86.94
EBC MXR BRAKE PADS	
RM125.....90-95	25.20
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CLUTCH PLATES (METAL)	
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CLUTCH LEVER	
YZ125.....90-95	6.02-10.36
YZ250.....90-95	6.02-10.36
BRAKE LEVER	
YZ125.....90-95	11.48
YZ250.....90-95	11.48
THROTTLE CABLE	
YZ125.....90-95	9.38-11.95
YZ250.....90-95	9.38-11.95
CLUTCH CABLE	
YZ125.....90-95	11.62-12.88
YZ250.....90-95	9.10-10.36

BARNETT CLUTCH KIT	
YZ125.....90-95	64.99
YZ250.....90-95	79.92
EBC MXR BRAKE PADS	
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YZ 125	1991-95	8.75	5.95
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CABLES

		THROTTLE	CLUTCH
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CR 250	1989-93	19.95
CR 250	1994-95	22.50

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		THROTTLE	CLUTCH
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French flight: Mickael Pichon, like Jean-Michel Bayle before him, has decided to return to France. Pichon, who won the 125 East Supercross Championship, plans to return to racing the European GPs. Insiders claim that Mickael liked racing in America, but his father didn't.

now, nor has he ever been, a rider. This has been a source of some discontent among the "real" riders, especially in light of this season's grumbling, complaining and pseudo-strikes. Bevo's most famous quote is, "No one ever complained about anything to me." As a result, the AMA has proposed adding two real riders to the advisory board. The result? Bevo resigned.

☆☆☆☆

Damon Bradshaw appears to be on the fast track to sign a new Yamaha contract for '96. Even though he has not collected any wins or podium finishes, Yamaha management reportedly believes he has shown good speed—and they are hoping he will get in better shape by next season.

☆☆☆☆

Behind the scenes at the Motocross des Nations team: **Jeremy McGrath** turned down his 250 bid . . . Honda said Steve Lamson could go, but only if Team USA had a "real" team manager (a pointed jab at last year's manager, Bevo Forte) . . . The AMA asked **Roger DeCoster** to be the team manager again (DeCoster managed the first 11 Team USA victories) . . . The only 500 rider in America is Mike LaRocco (only Honda and Kawasaki make Open bikes, and LaRocco is the last 500 National Champion) and he is out with

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KX125 1995	259.99	49.99	9.99	159.99
KX250 1990-95	319.99	52.99	22.99	245.99
KX500 1990-95	394.99	65.99	22.99	307.99
KDX200 1990-94	305.99	49.99	20.99	219.99
KDX200 1995	315.99	49.99	20.99	245.99
PW50 all years	69.99	18.99	14.99	112.99
YZ80 1993-95	243.99	29.99	9.99	139.99
YZ125 1993-95	270.99	26.99	7.99	209.99
YZ250 1993-95	295.99	35.99	27.99	222.99

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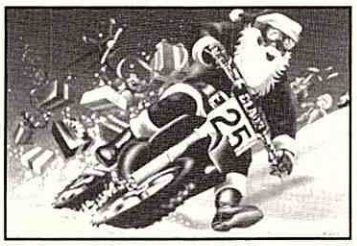

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an injury . . . The AMA has named Team SplitFire's **Ryan Hughes** the alternate, meaning the 125 rider would ride the 500 class! . . . DeCoster believes the 500 spot should go to Trampas Parker . . . As for the official AMA balloting to choose Team USA, it was a bust when the riders selected said, "No."

☆☆☆☆

ESPN cameraman and local SoCal racer **Mark Gleckl** was killed while filming an off-road truck race in Baja. Two trucks accidentally struck Gleckl while he was filming a segment for ESPN. Gleckl built a close relationship with the motocross community while filming the outdoor National and supercross races. As a tribute, Mark's friends rented Perris Raceway and held a memorial practice session. Donations were taken for Mark's family.

☆☆☆☆

Donny Schmit retired after winning two World Championships . . . or did he? After sitting at home for a while, Donny got the itch to race. He signed on to race the **Sound of Thunder** Four-Stroke series and the World Four-Stroke Championships, both of which he won. He then bought a road racer and did a few pavement rounds. Finally, when the AMA outdoor National circuit came to Millville, he got a bike from Honda of Troy and rode. Surprise! Schmit finished fourth overall in the 250 class. Not bad for a retiree.

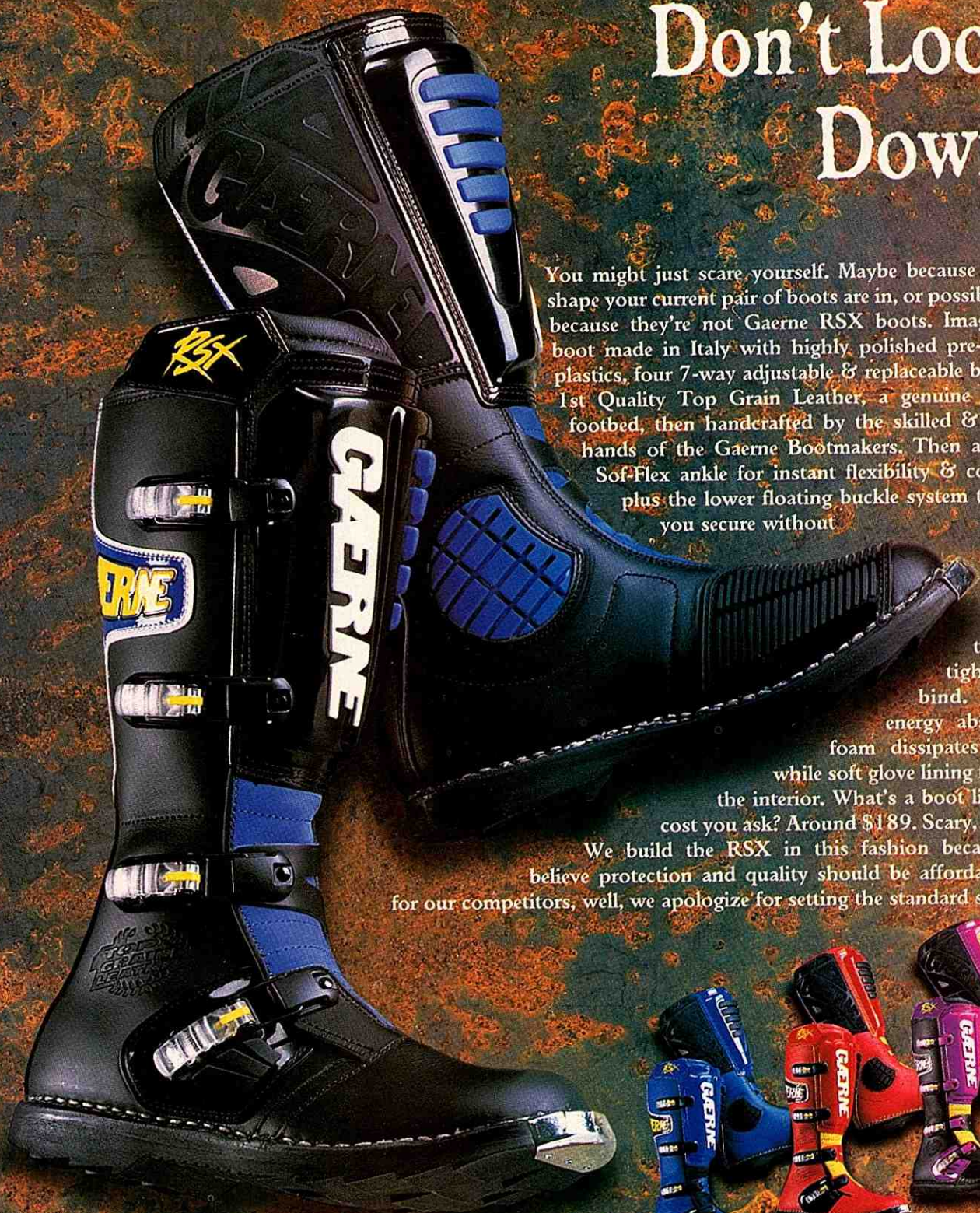
☆☆☆☆

Controversial factory mechanic Brian Lunnis has earned himself the nickname "The Terminator" in the National pits. Lunnis, who in the '80s wrenched for the biggest names in the sport, has not done well in the '90s. Over the last few seasons, Brian has encountered a streak of **odd coincidences.** Of the riders he has wrenched for, Donnie Hansen was hurt and retired, Ricky Johnson was hurt and retired, Damon Bradshaw burned out at 21 and retired (coming back after Brian left Yamaha), Mike Craig quit Team Yamaha (citing Lunnis as a contributing factor) and Mike Kiedrowski, who started the '95 season as the odds-on favorite to win the 250 crown, is looking like he will terminate his career after a single season with Brian as his mechanic.

☆☆☆☆

Doug Henry will be offered a factory Honda contract for the '96 season. Henry was injured when he tried to go into orbit over a big Budds Creek downhill jump. The landing, which was like falling out of a five-story building, compressed several vertebrae. Amid early concerns that Doug would be unable to race in '96, he showed up at Una-

Whatever You Do, Don't Look Down.



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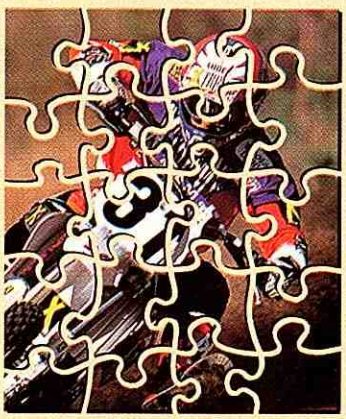

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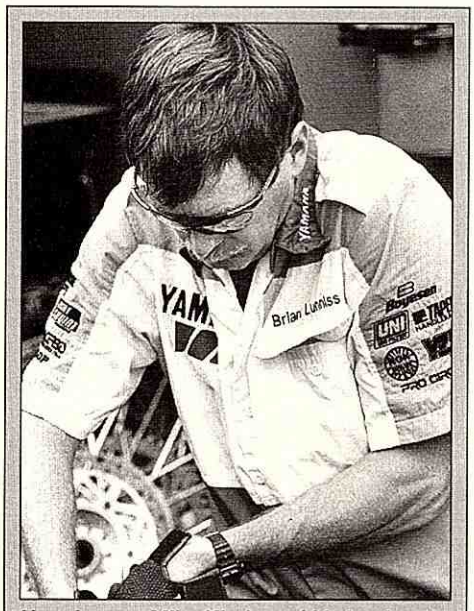


Hanging on: Mike Kiedrowski is hoping to sign an extension of his Kawasaki contract for '96. If he does, it will be the first time in three seasons that mechanic Brian Lunnis hasn't had a rider quit while he was wrenching for him.

dilla and cruised around the pits looking fit. Honda has a reputation for re-signing riders who have been injured while riding for them.

☆☆☆☆

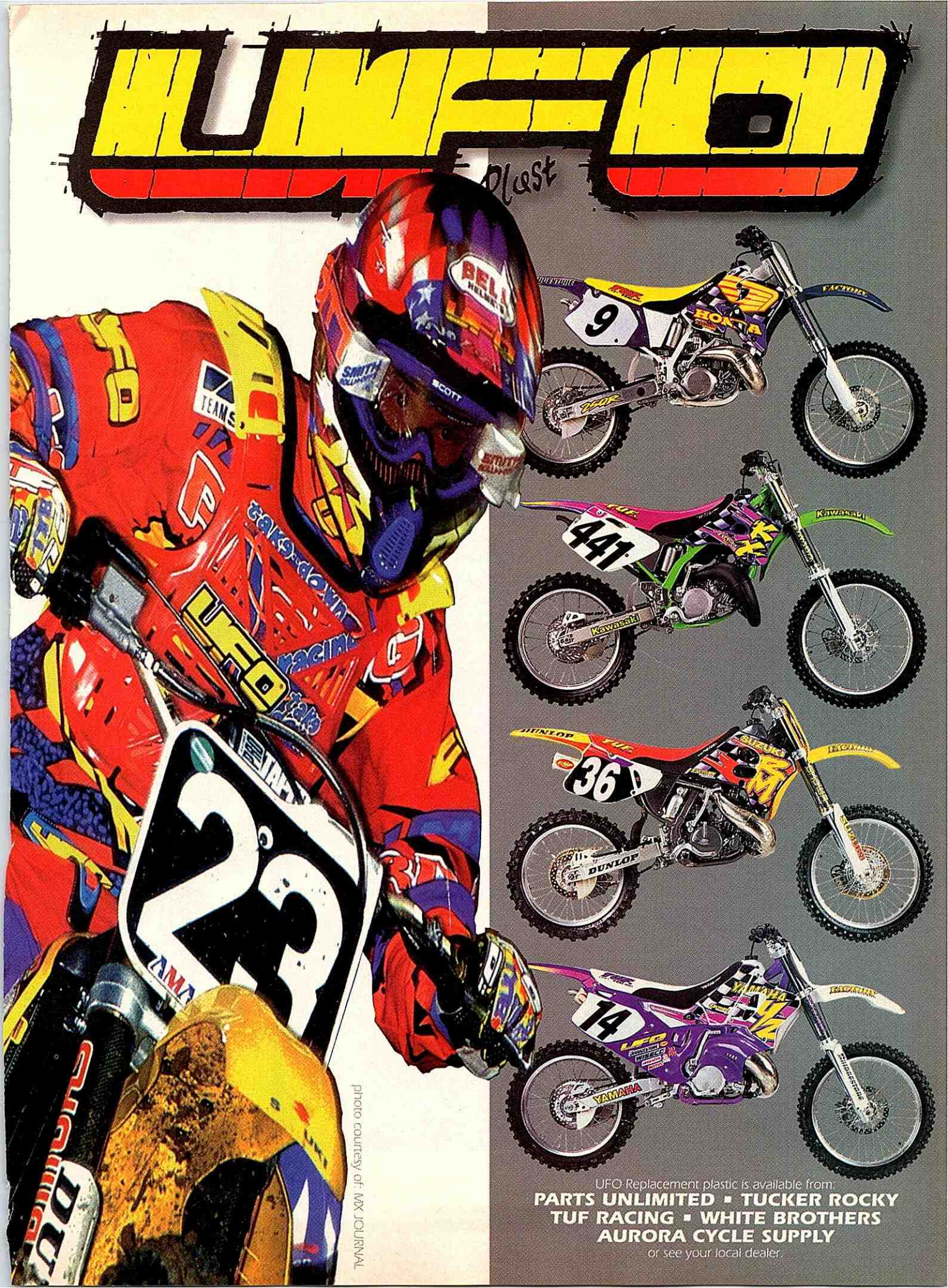
Meanwhile, back in California, Team Suzuki's **Craig Decker** suffered an injury almost identical to Henry's when his shock broke at the Las Vegas Supercross. Insiders report that Decker has yet to make a decision whether he wants to pursue his racing career or go to college. Craig has another year to go on his Suzuki contract.

☆☆☆☆

What would it cost to start your own motocross team? First you would have to sign a rider. How much are the available riders asking for in '96? Damon Huffman, who made $70,000 in '95, signed with **Team Kawasaki** for $240,000. Ryan Hughes, who was paid $60,000 at Team SplitFire, got a rumored $125,000 to move up to the Kawasaki big-rig. Mike LaRocco is asking for $350,000 from Suzuki or Kawasaki. Larry Ward wants more than $50,000 from either Team Noleen or Team Honda of Troy.

☆☆☆☆

The pits are going to look like a truck stop next season. Team Suzuki and Team Honda of Troy will be joining the **semi-truck brigade** in '96. Only Team Honda is still in box vans. Kawasaki, Yamaha, SplitFire, Noleen and NCY/Primal already have 18-wheelers in the pits. ❑



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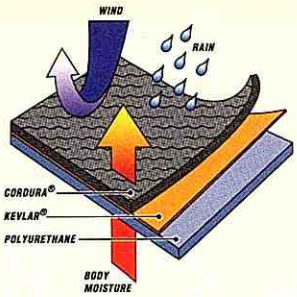

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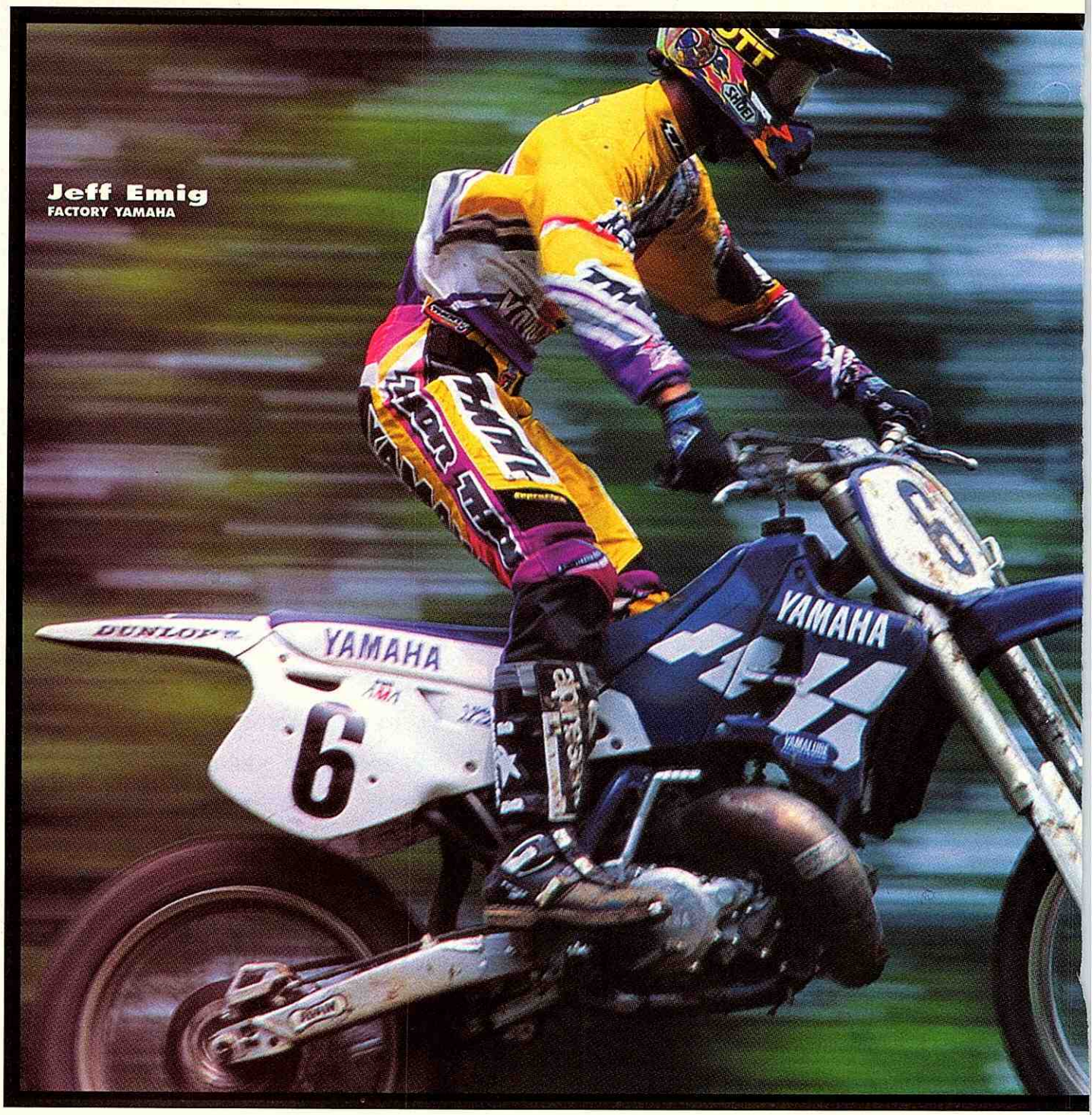

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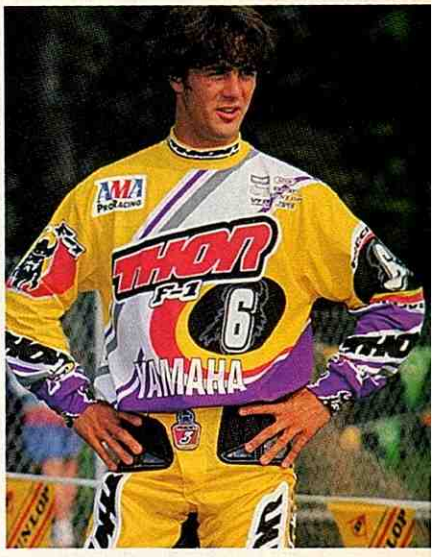

You know the feeling. You're having one of those rides where everything just clicks. You get the massive holeshot, you're stretching your lead, the bike's perfect, it's your style of track, and all your buds are there to see it. But after 3 laps you start sweating like a pig because the jersey you're wearing is made with polyester, yeah, like a stupid leisure suit.

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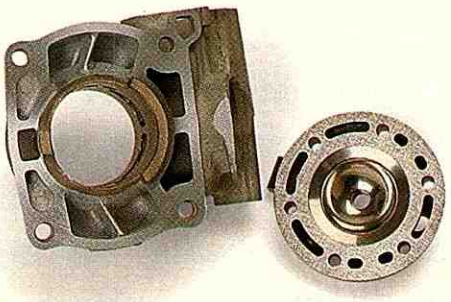

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*Not Pictured - Kevin Windham(125 Rider), Keith McCarty(Team Manager), Larry Griffis(Motorsports Manager)

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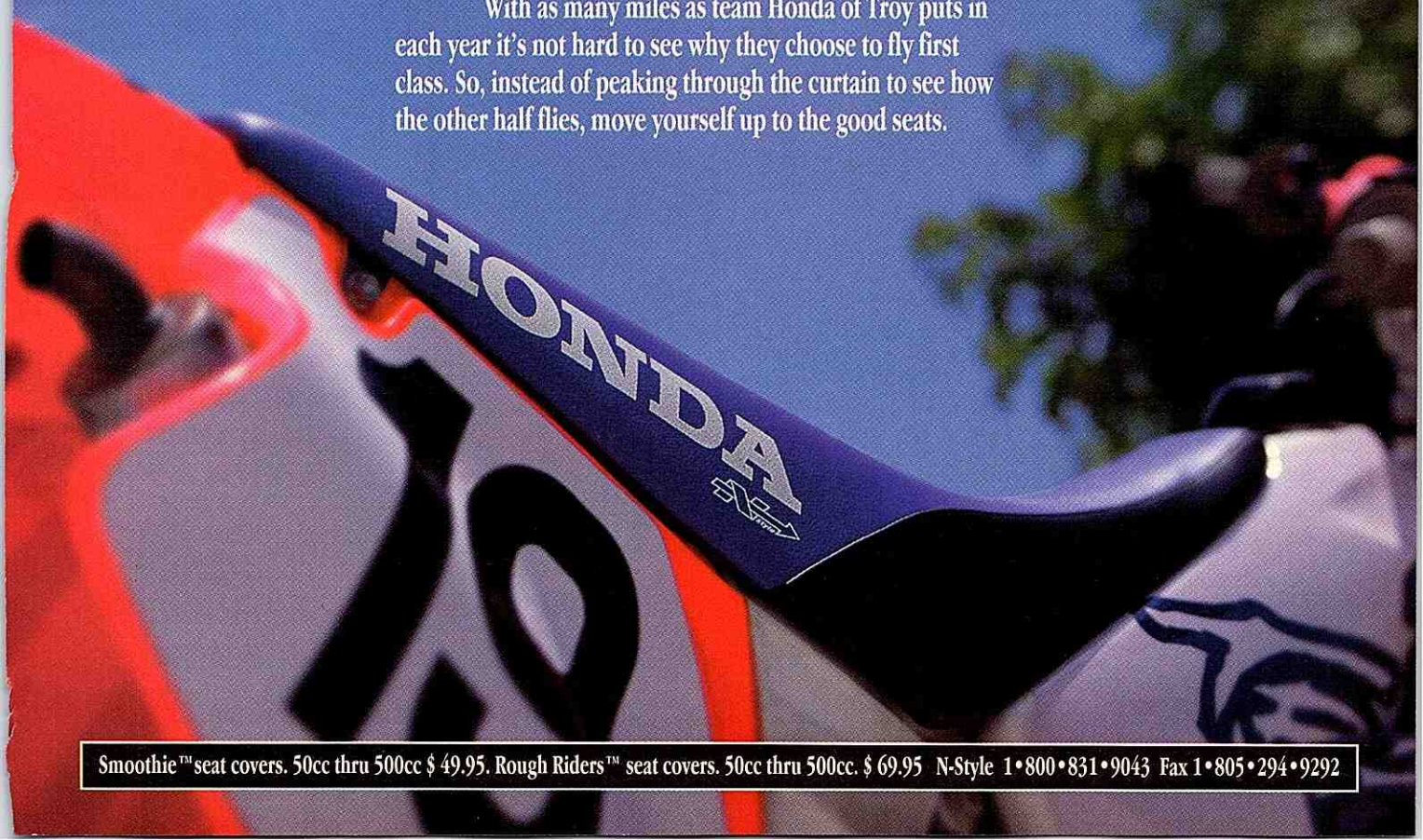

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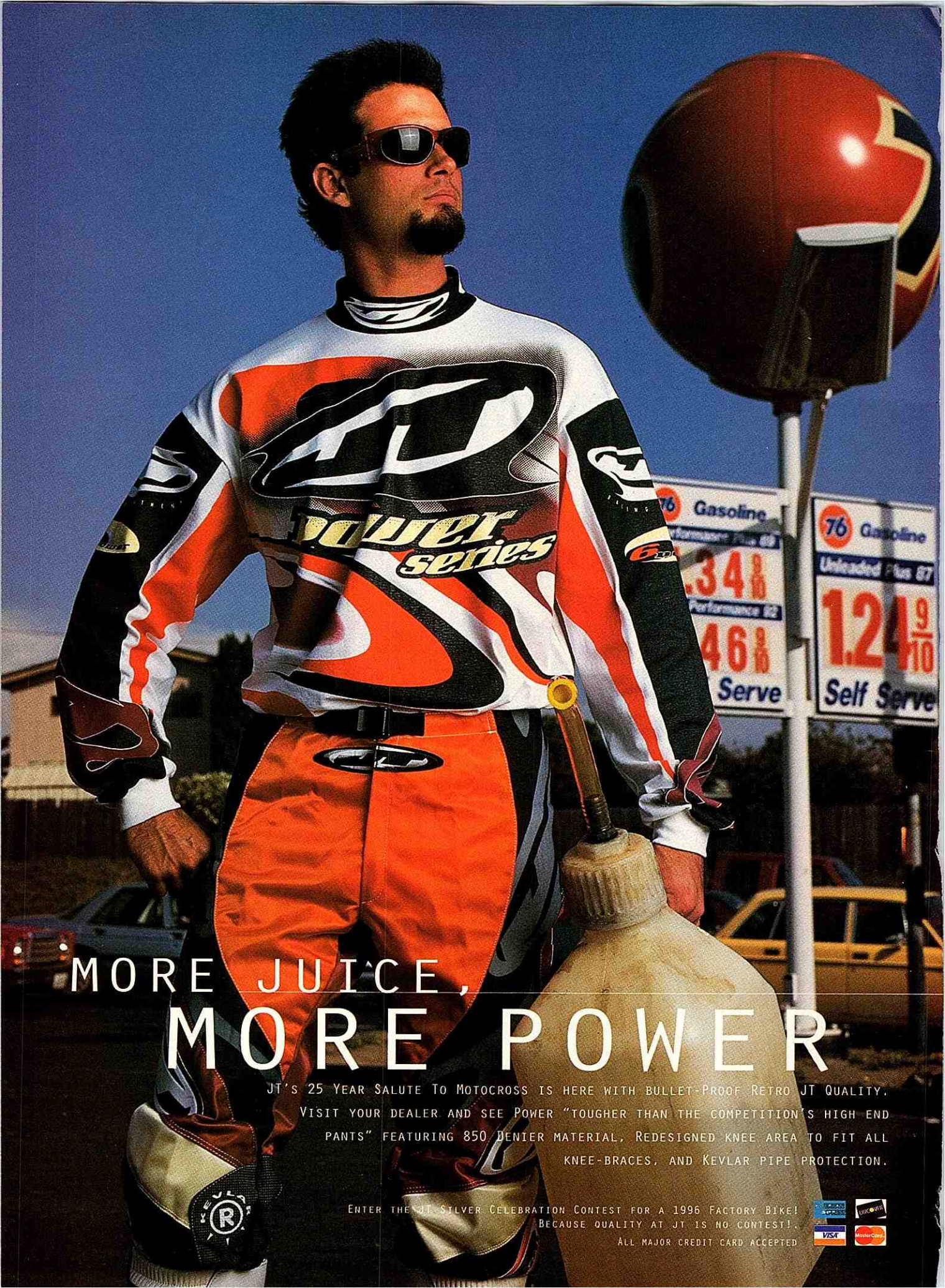

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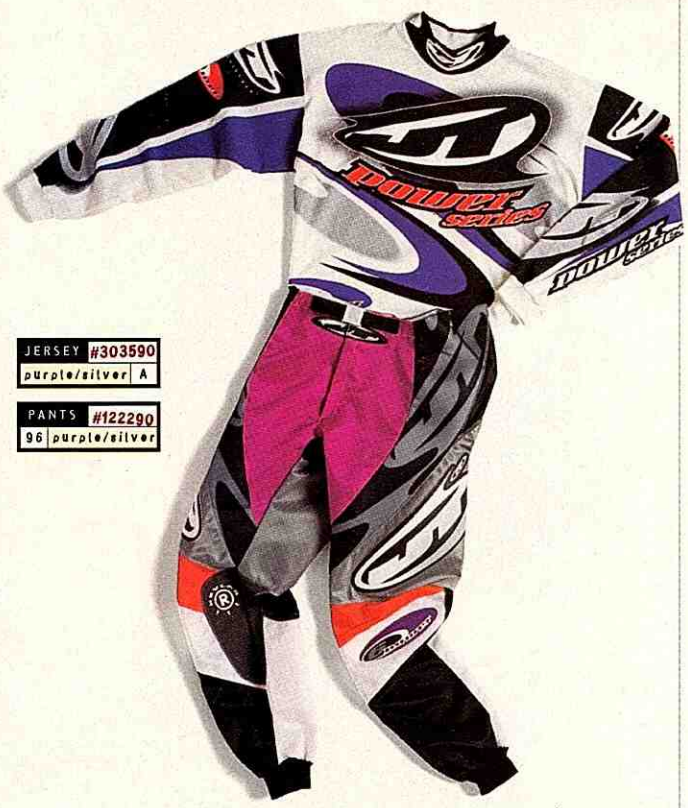

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DID KAWASAKI REALLY IMPROVE THE 1996 KX250?

Will they call it Team Purple & Green?

❑ What's green and purple? A frog with a bruise and the '96 Kawasaki KX lineup. Kawasaki's purple finery is not the only change in the '96 KX250, but it is the most visible. Underneath the purple radiator shrouds lies the same basic KX as last year, but don't be deceived. There is more to the '96 green machine than the naked eye can see. The *MXA* wrecking crew dug deep to find the answers to the most commonly asked questions about the purple bike.

QUESTION ONE: HOW FAST IS THE '96 KX250?

For Kawasaki aficionados, last year's KX250 was a pleasant surprise in the power department. *MXA* test riders called the '95 KX powerband "snappy," "barky," "rapid" and a few other choice adjectives. Kawasaki did what no other motorcycle manufacturer tried to do—build a low-to-mid motor! Last year's KX was quick. It hit so early in the powerband that it could catch lazy riders napping. The *low, low, low* power placement was joined by a strong midrange. It was a sweet motor, but if you insisted on complaining, all you had to do was point to the absolute lack of top-end. It was a no-rev racer. Few riders, though, complained.

So what about the '96 version of green power? An improvement down low? That is hard to believe! How could the bike with the most potent low-to-mid bark get even better without going for revability? Easy—they torqued it up. What the '95 KX did with a quick hit and snappy turnover, the '96 does with a growl, snarl and concentrated dose of torque.

Without a doubt, the '96 motor is an improvement over the '95. It is not only more powerful, but easier to keep on the low-to-mid bubble.

QUESTION TWO: WHAT DO YOU DO WITH LOW-END?

Not every rider on the planet wants a bike that pumps out ponies with the slightest crack of the throttle. Many riders prefer midrange-and-up motors that are less dependent on shifting at the peak of the torque curve. With high-rev engines you just wait for them to come on, then hang on. The '96 KX250 isn't for hang-on-and-pray riders. It's best suited to two other kinds of riders. The first is the "thinking man." He plans his moves, knows his shift points and tries to use the vibes his motor puts out to massage the track instead of assassinate it. The thinker will like the '96 KX's manageable, instantaneous and practical powerband. The second kind of rider who will love the KX250 is the "slow man." Slower riders will go faster on the KX than on any other bike. Why? Because slow riders aren't afraid to turn the throttle on; they are afraid to *leave* it on. Low-to-mid motors work when you turn them on. Mid-to-top motors work when you leave them on. Novice riders will get the most out of the KX250 because it works where they work.

QUESTION THREE: HOW DOES IT RUN?

It was a delicate balance for the Kawasaki engineers to get more power out of the KX's grunt-style motor. If they overdid it, the bike would become a wheel-spinning banshee, wasting its low-rpm power without generating any speed. The balance, which Kawasaki achieves, is to make more horsepower, but make it manageable. How do you do this? Increase the ponies and slow down the revs. So even though the '95 KX and '96 KX250 actually do their work within the same basic rev range, the '96 feels like it pulls farther, harder and longer . . . yet, it really doesn't. It just makes its power in a less hurried fashion. Last year, the KX250 took 1.2 seconds to go from 4000 to 6500 rpm. This year, it takes 1.4 seconds. That split-second difference in rev time results in the sensation of a broad powerband. It's not an illusion. It's a fact.

QUESTION FOUR: DOES IT SHIFT?

This is a commonly asked question about KX250s because they have had a checkered past in the tranny department. Does it shift? Yes. Does it shift like a Honda? No. Does it shift better than a Yamaha? Yes.

During testing, we had a little trouble with the clutch. Once the KX clutch got hot, the plates went on a delay override. When clutching out of a turn, it wouldn't respond immediately. There was a hitch in its git-a-long. When we pulled the clutch apart, we discovered some warpage in the plates. Switching to new plates fixed the delay. So if you abuse your clutch, you will need to keep a stack of fibers handy.

QUESTION FIVE: WHAT ABOUT THE SUSPENSION?

Before you can understand the '96 KX250 suspension, you need to know

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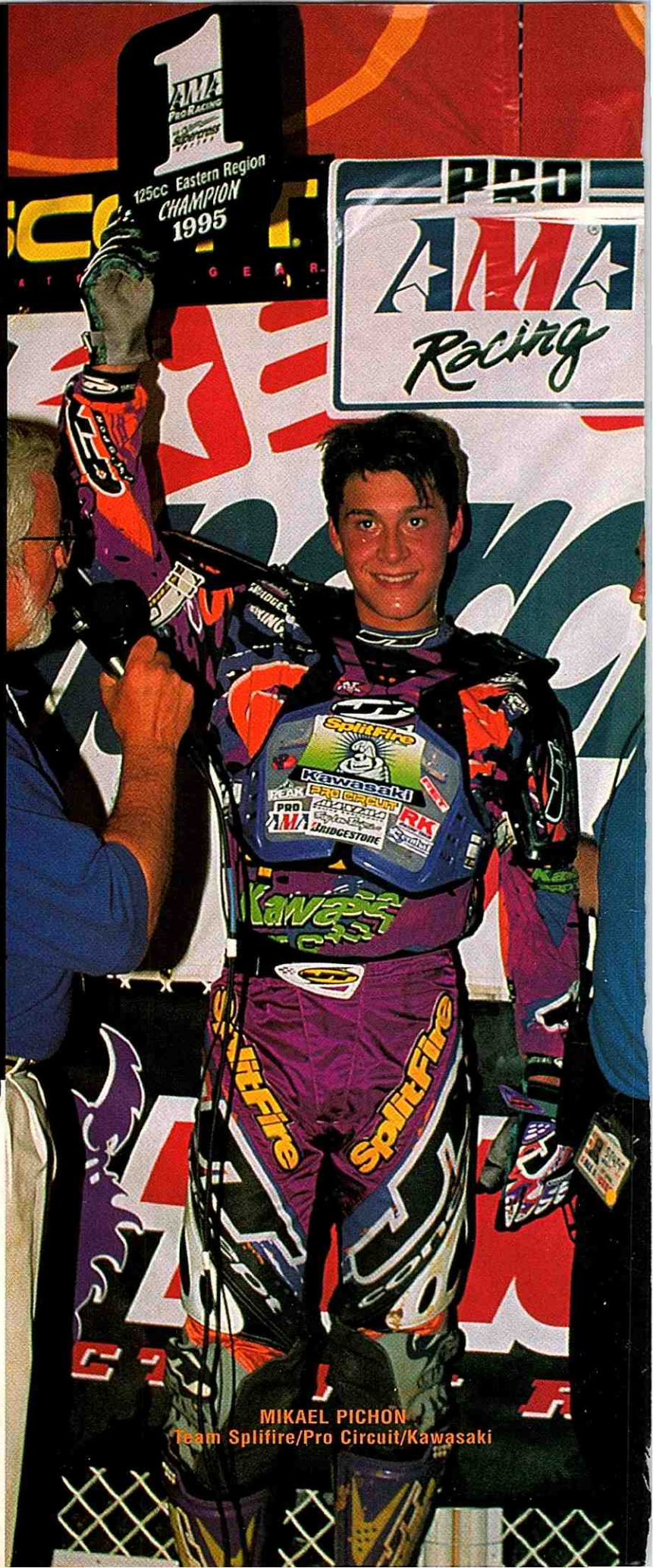


MIKAEL PICHON
Team Splifire/Pro Circuit/Kawasaki

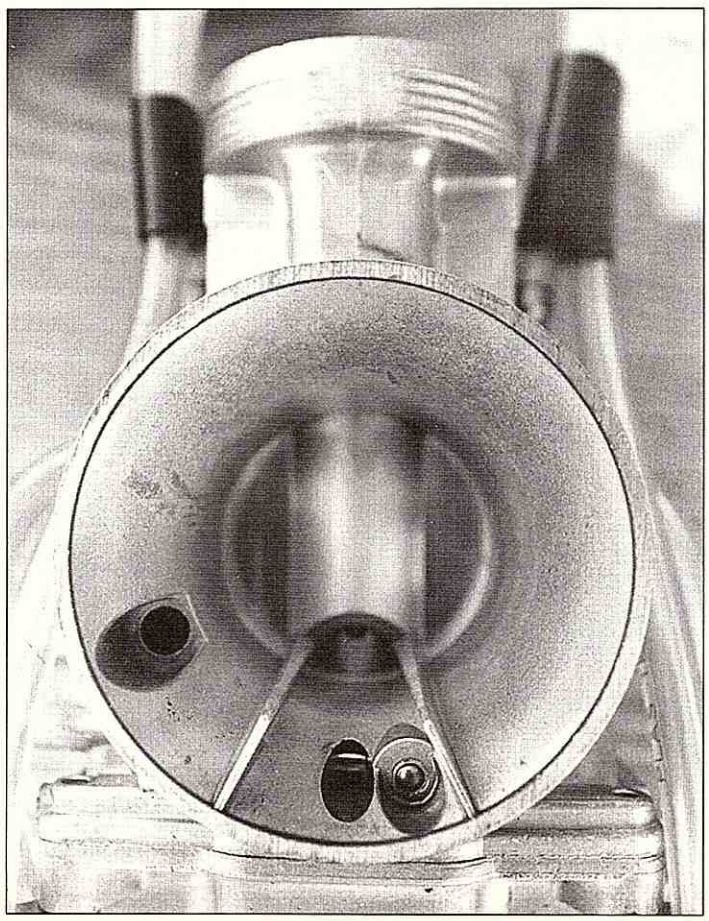
KX250

something about last year's KX. The '95 Kawasaki KX250 was out of balance. The front suspension was soft and the rear suspension hard (really hard). To rectify the problem on the '95 KX, we ran stiffer fork springs (0.40 kg/mm), softer shock springs and the shock's compression clicker turned all the way out. This stiffened the front and softened the rear to get both ends working in unison—but that was last year. What about the '96?

Even though Kawasaki went from 43mm Kayaba forks to 46mm forks and dropped the stiffer rising-rate linkage of '95 for a return to the less progressive rate of '94, the '96 KX250's suspension performance might as well be a carbon copy of the '95's.

It's hard to believe that Kawasaki could change the complete cast and end up with the same performance—an encore. It is too soft up front and too stiff in the rear (or, if you are light or slow, it is perfect up front and way too harsh in the rear). Our quick fix was to put in stiffer fork springs and turn the compression clicker all the way out (it has 20 clicks, but not much happens after you go past 16). Sound familiar?

The only winners in the '96 KX250 suspension setup are riders who race on supercross-style tracks with lots of jumps, whoops and artificial garbage.



▲ *Purple rain: Don't ask us what the KX designers were thinking when they swapped the green radiator wings for purple ones. It's ugly. We must confess that we used to say the same thing about green. For '96, the purple is the only visible sign of improvement, but that's a false impression. The purple isn't an improvement, but the mechanical parts are.*

◀ *Coupe DeVille: Kawasaki put fins inside the venturi of its Keihin carb. The little winglets improve laminar flow of the air through the carb bore. It's weird, but it must work because the '96 KX250 is crisp and brutish right off the bottom.*

Under these kinds of conditions, the rear will be in the ballpark while the front will bottom with a clang. With stiffer fork springs, the front forks are very plush and a marked improvement over last year's excellent forks.

QUESTION SIX: IS THE SUSPENSION FIXABLE?

Yep! It's actually raceable in stock trim. The '94 shock linkage should have made the '96 KX250 much more supple. Kawasaki went even further and used the same light shock spring that we switched to as a band-aid last year—yet, even with all of these bows to plushness, it's not a plush rear end.

QUESTION FIVE: WHAT ABOUT THE KX BRAKES?

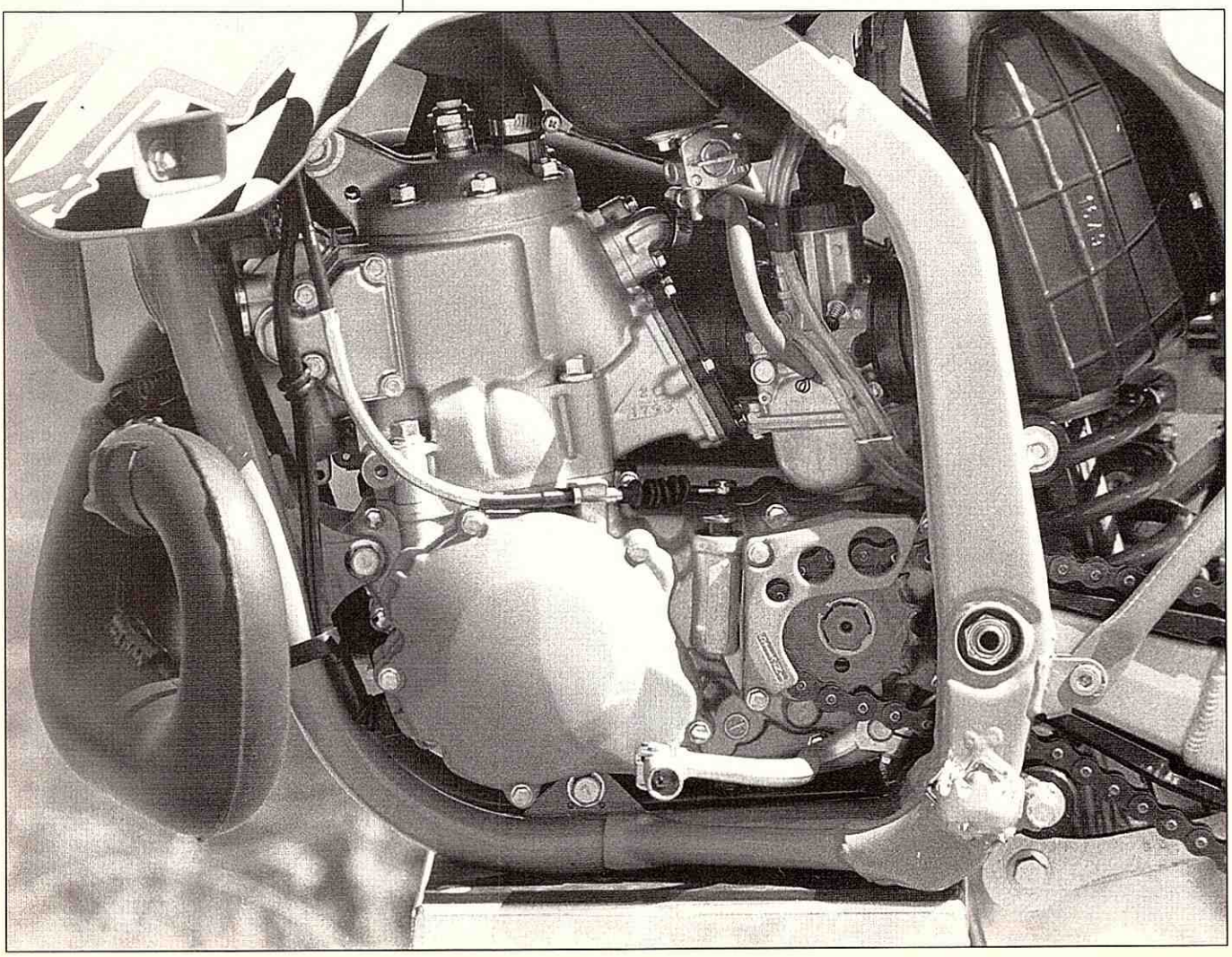
We hated last year's brakes. We hated Kawasaki's brakes the year before that. We hated the brakes of '93. We have never met a KX brake system that we liked. So what does that tell you about '96? Kawasaki does, however, deserve credit for taking brake criticism seriously and making several changes that have produced more power and longer fluid life. Brake performance isn't at the top of the moto-heap but it is acceptable.

The biggest improvement to the KX brake system is in the often unnoticed

KX 250

◄ *Mr. Fix-it: Every test rider complained about the overly stiff rear suspension. So how did we fix it? Simple. We cranked the shock's compression damping all the way out and swapped the stock 0.39 kg/mm forks springs for stiffer 0.41 kg/mm springs. The stiffer front and lightened rear damping worked wonders on the KX suspension.*

Killer power: Every test rider loved this motor. It is the low-to-mid king of crispness. It is more powerful than the '95 model and works over a broader range. The power increase is measurable. This is one sweet motor. ▼



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CR80	1993-95	26.58	10.54
CR80	1986-92	26.58	10.81
CR80	1985	26.58	20.55
CR80	1982-84	26.58	19.92
CR80	1980-81	26.58	10.81
CR125	1990-95	52.21	12.98
CR125	1989	52.21	12.12
CR125	1986-88	47.21	12.12
CR125	1985	47.21	20.61
CR125	1980-84	53.34	20.61
CR250	1992-95	62.26	27.76
CR250	1988-91	43.32	27.76
CR250	1986-87	51.95	24.79
CR250	1981-85	61.95	24.79
CR250	1980	61.95	20.42
CR500	1989-95	86.88	31.00
CR500	1984-88	85.00	31.00
XR80R	1985-95	22.85	18.38
XR100R	1985-95	22.85	17.12
XR200R	1986-95	44.87	25.08
XR250R	1986-95	46.94	24.30
XR350R	1983-85	50.93	34.66
XR500R	1983-84	58.55	59.55
XR600R	1985-95	67.24	42.68

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CR80	1980-95	14.90
CR125	1994-95	19.26
CR125	1992-93	16.17
CR125	1987-92	14.71
CR250/CR500	1995	19.26
CR250/CR500	1992-94	16.17
CR250/CR500	1983-91	14.58
XR80R	1985-95	12.67
XR100R	1985-95	12.67
XR200R	1984-95	15.26
XR250R	1986-95	21.35
XR250R	1984-85	14.43
XR350R	1983-85	15.88
XR500R	1983-84	14.17
XR600R	1985-93	14.17

AIR FILTERS

CR80	1982-95	26.78
CR125	1985-95	25.60
CR250	1985-95	25.60
CR500	1985-95	25.60
XR80R/100R	1985-95	6.84
XR200R	1984-95	14.43
XR250R	1984-95	from 14.43
XR350R	1983-85	21.35
XR500R	1983-84	24.09
XR600R	1985-95	21.35

CLUTCH CABLES

CR80	1983-95	8.43
CR80	1980-82	10.73
CR125	1991-95	10.67
CR125	1981-90	11.05
CR250	1981-95	12.72
CR500	1985-95	9.94
XR80R	1985-95	9.25
XR100R	1985-95	10.36
XR200R	1984-95	11.44
XR250R	1986-95	10.65
XR350R	1983-85	10.95
XR500R	1983-84	10.34
XR600R	1985-95	11.20

SHIFT LEVERS

CR80	1983-95	27.80
CR80	1980-82	from 16.13
CR125	1987-95	42.50
CR125	1983-86	35.06
CR250	1992-95	46.25
CR250	1988-91	38.50
CR250	1982-87	40.50
CR500	1984-95	37.40

FENDERS

All CR's	Front	from 22.84
All CR's	Rear	from 16.20

THROTTLE CABLES

CR80	1983-95	9.68
CR125	1986-95	10.65
CR125	1980-85	9.80
CR250	1986-95	9.92
CR500	1990-95	10.45
CR500	1986-89	9.92
CR500	1984-85	11.08
XR80R	1986-95	15.14
XR100R	1986-95	15.36
XR200R	1986-95	18.28
XR250R	1986-95	14.20
XR350R	1983-85	11.44
XR500R	1983-84	10.80
XR600R	1988-95	14.70
All Other Models		CALL

BRAKE LEVERS

CR80	1986-95	8.96
CR80	1983-85	8.24
CR125	1992-95	9.82
CR125	1983-91	9.40
CR125	1980-82	from 9.99
CR250	1992-95	9.82
CR250	1984-91	9.22
CR500	1992-95	9.82
CR500	1984-91	9.22
All Other Models		CALL

CLUTCH PLATES

CR80	1983-95	5.57
CR80/125	1980-82	6.49
CR125	1985-95	5.99
CR125	1983-84	7.00
CR250	1981-95	7.15
CR500	1984-95	7.78
XR80R	1985-95	6.27
XR100R	1985-95	5.38
XR200R/XR250R	1984-93	5.33
XR350R	1983-85	6.76
XR500R	1983-84	8.46
XR600R	1985-95	8.46

CLUTCH LEVERS

CR80	1982-95	9.23
CR125	1982-95	10.20
CR250	1982-95	10.20
CR500	1984-95	10.20
XR80R	1985-95	12.92
XR100R	1985-95	12.92
XR200R	1984-95	13.69
XR250R	1984-95	13.69
XR350R	1983-85	13.69
XR500R	1983-84	13.69
XR600R	1985-95	13.69
All Other Models		CALL

YAMAHA

PISTONS / RINGS

		Pistons	Rings
YZ80	1993-95	39.15	6.83
YZ80	1988-92	58.95	6.83
YZ80	1985-87	35.80	6.83
YZ80	1984	44.27	6.83
YZ80	1983	30.04	20.74
YZ80	1982	29.16	18.54
YZ125	1991-95	33.75	6.83
YZ125	1990	38.84	6.30
YZ125	1989	41.04	6.30
YZ125	1986-88	33.56	6.30
YZ125	1985	36.64	6.30
YZ125	1984	28.72	6.30
YZ125	1983	40.60	6.30
YZ125	1982	37.96	6.30
YZ250	1993-95	38.70	33.75
YZ250	1992	33.75	33.75
YZ250	1991	32.75	24.23
YZ250	1989-90	40.60	22.56
YZ250	1985 & 88	38.84	22.56
YZ250	1986-87	42.80	22.56
YZ250	1984	41.48	24.32
YZ250	1983	60.22	18.07
YZ250	1982	43.68	26.96
YZ490	1984-90	49.40	25.64
YZ490	1982-83	53.40	25.64

Wiseco Pistons CALL

FRONT FENDERS

YZ80	1993-95	42.36
YZ80	1991-92	21.68
YZ80	1982-90	18.20
YZ125	1992-95	43.65
YZ125	1991	28.35
YZ125	1985-90	19.04
YZ/WR250	1992-95	43.65
YZ/WR250	1991	28.35
YZ/WR250	1989-90	19.83
YZ250	1985-88	19.04
YZ490	1985-90	19.04
WR200	1992	39.28
WR500	1992-93	24.76
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PISTONS / RINGS

		Pistons	Rings
WR200	1992	26.52	15.08
WR500	1992-93	49.40	25.64
IT175	1982-83	37.52	20.36
IT200	1984-86	34.88	14.90
IT250	1983	49.40	23.00
IT250	1982	40.16	24.32
IT465	1982	38.84	28.72
IT490	1983-84	55.03	25.64

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REAR FENDERS

YZ80	1993-95	49.05
YZ80	1991-92	9.18
YZ80	1985-90	14.94
YZ80	1983-84	15.25
YZ80	1982	21.24
YZ125	1993-95	51.30
YZ125	1991-92	42.75
YZ125	1986-90	14.64
YZ125	1985	22.60
YZ125	1982-83	20.36
YZ250	1993-95	51.30
WR250	1993	36.20
YZ/WR250	1991-2	42.75
YZ/WR250	1985-90	14.64
YZ250	1982-84	20.36
YZ490	1985-90	14.64
YZ490	1982-84	20.36
WR200	1992	26.08
WR500	1993	36.20
WR500	1992	41.04

CLUTCH LEVERS

YZ80	1995	11.88
YZ80	1982-94	6.25
YZ125/YZ250	1994-95	11.88
YZ125	1982-93	6.54
YZ/WR250	1982-93	6.25
YZ490	1982-90	6.25
WR200/500	1992-93	6.25

BRAKE LEVERS

YZ80	1991-95	9.95
YZ125, YZ/WR250	1990-95	12.95
YZ125, YZ/WR250	1989	12.95
YZ125, YZ/WR250	1985-89	12.95
YZ125, YZ/WR250	1982-84	12.95
YZ490		6.25
WR200	1992	12.50
WR500	1992-93	11.95

HANDLEBARS

YZ80	1991-95	30.60
YZ80	1991	21.24
YZ80	1990	28.72
YZ80	1987-89	27.84
YZ80	1983-86	30.04
YZ80	1982	31.80
YZ125	1992-95	23.85
YZ125	1991	21.15
YZ125, YZ/WR250	1987-90	29.16
YZ250/WR250	1993-95	23.85
YZ250/WR250	1991-92	21.15
YZ490	1990	28.28
YZ490	1988-89	29.16
YZ490	1983-87	30.04
YZ490	1982	36.64

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KX250

front brake cable. In the past, KXs used about a foot more brake line than they needed. The extra front brake line didn't help the hydraulic pressure and, on more than one occasion, would loop up and hook on an aggressive rider's full-coverage helmet. For '96, the cable is short and sweet. Additionally, the front brake cable guides (which always broke off) have been renovated.

QUESTION SIX: HOW DOES THE '96 KX HANDLE?

When you look at the list of changes to the KX—front forks, shock linkage, rims, powerband, carburetor and brakes—you would expect the bike's handling to be affected. Not so! The KX250 is the same mix of metaphors that it was last year. It's a good-turning bike that doesn't turn as well as a Suzuki. It's a bike with serious headshake that doesn't come close to shaking as much as a Honda. It's stable in the rough, but nowhere near as stable as a Yamaha. It's bulky at low speed, but still light on its wheels. It's heavy in the pits and feathery in the air.

Test riders marveled at how many little things they didn't like about the way the KX250 handled, but at the same time they liked the way it handled. Confused? So were they.

This is a bike that should be a "roach on rubber," but instead it works. It is true that the imbalanced front and rear suspension don't help the handling, but even that *faux pas* can't stop this bike from getting the job done.

QUESTION SEVEN: WHAT DID WE LIKE & DISLIKE?

The purple radiator wings are lame. The *MXA* test riders were racing a KX250 months before they were available to the public and initially we disguised the bike with '95 plastic to keep prying eyes from seeing it. Then one day we put the purple plastic on, but nobody noticed because it looked like Acerbis plastic. It took long enough to get the public to identify green with Kawasaki; the company shouldn't throw that away for a fling with purple passion.

Please, please, please—give us a break and invent a way to tell when the gas tank is almost full. The black gas tank makes checking the fuel level a Mensa quiz.

Cornering is sensitive to fork-leg height. If your bike isn't turning as quickly as you would like, slide the forks up 2mm. There is a noticeable difference.

The two-pin KX air filter cage can be installed improperly. Always reach in and check to see if the bottom pin has gone into the mounting hole.

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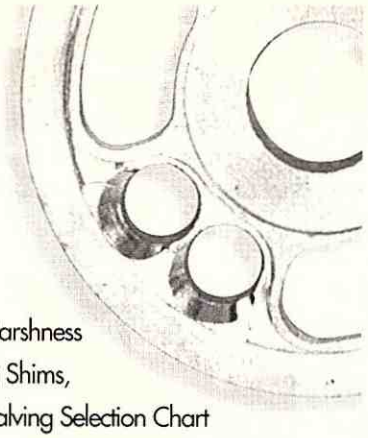

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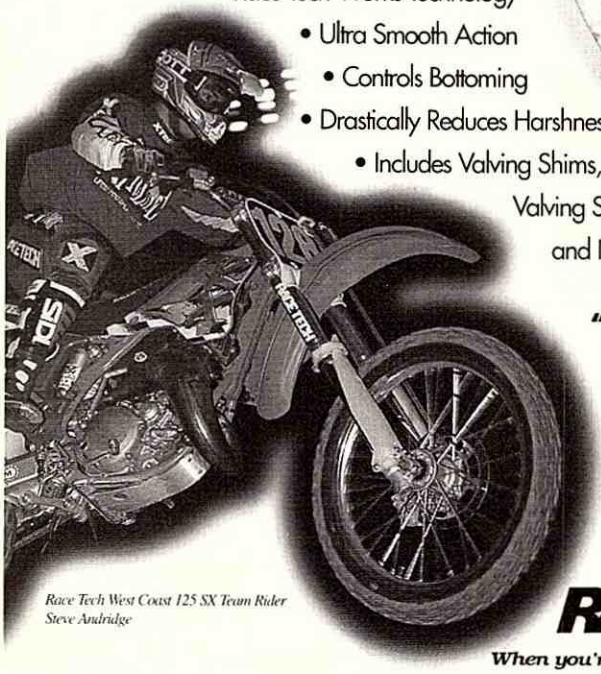

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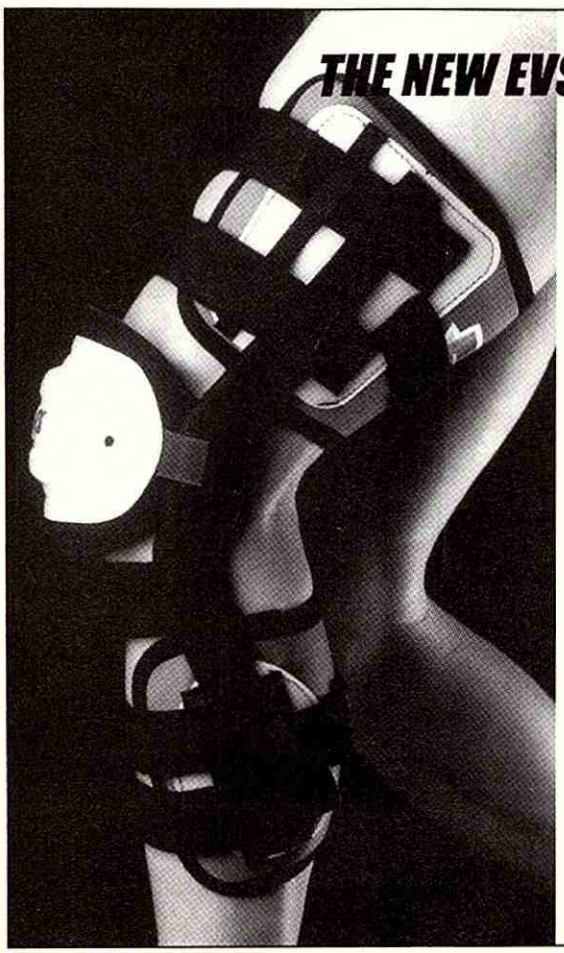

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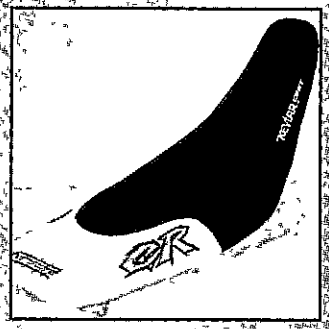

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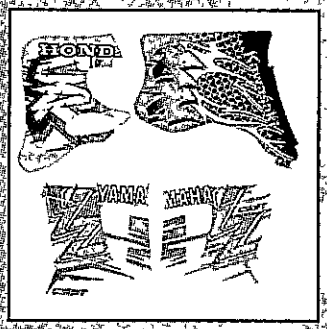

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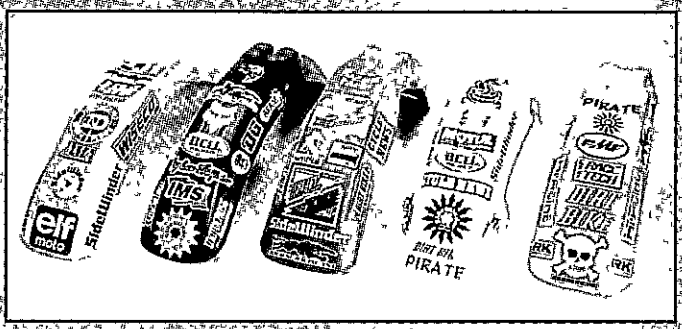

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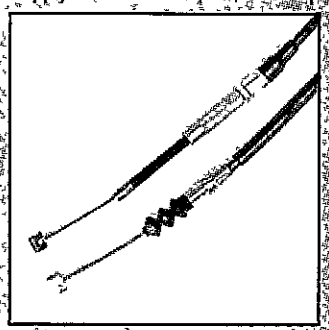

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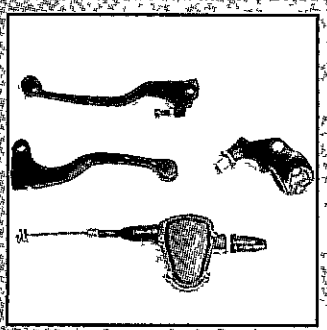

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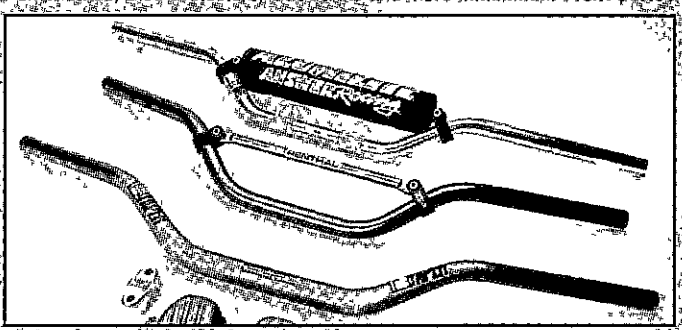

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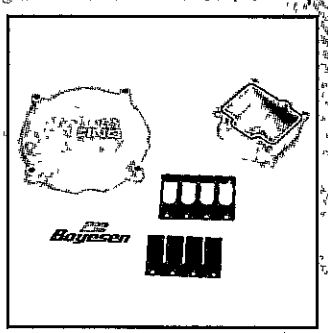

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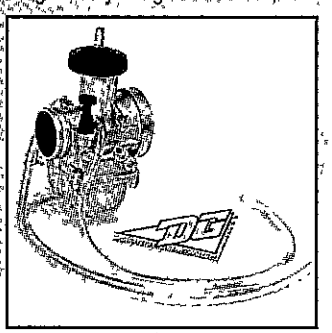

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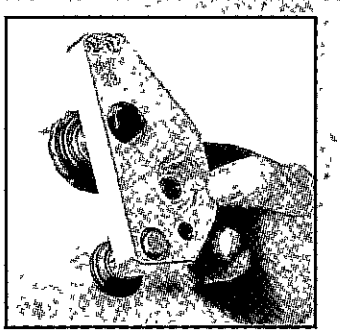

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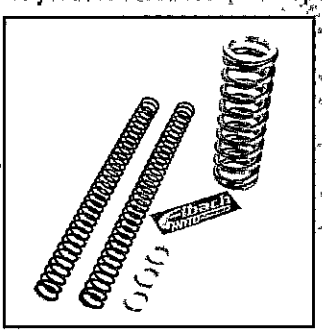

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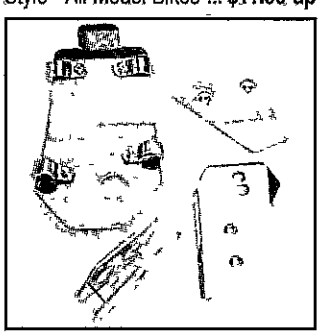

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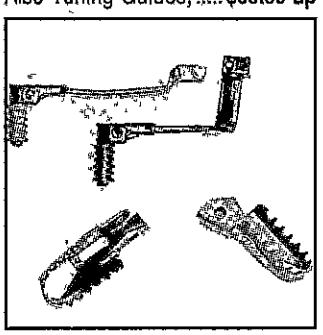

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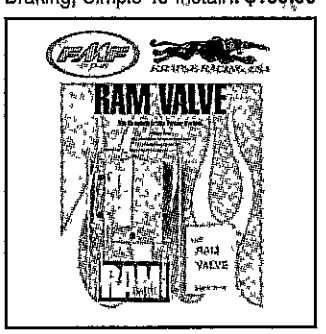

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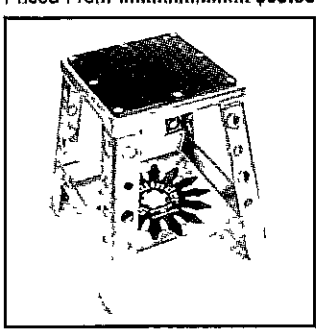

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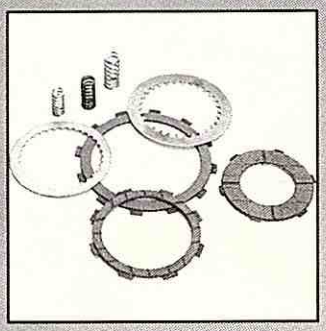

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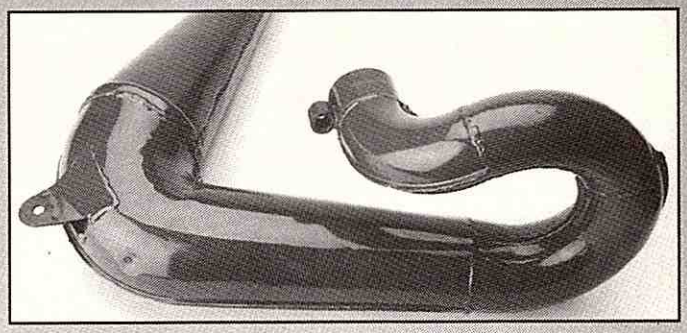

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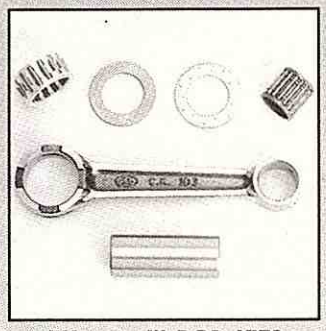

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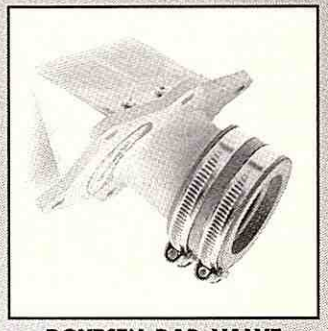

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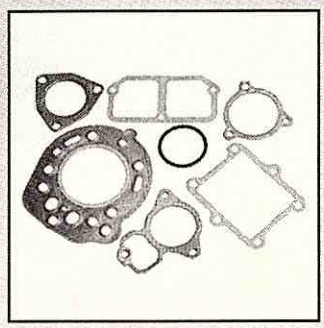

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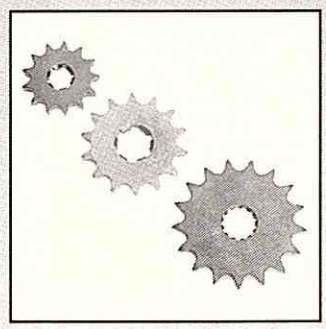

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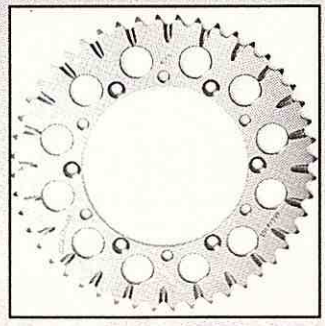

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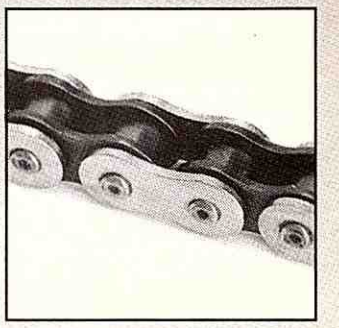

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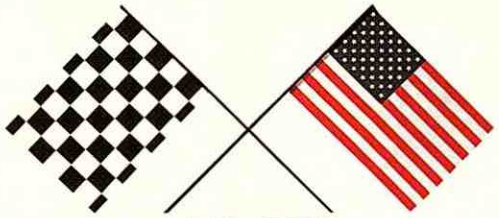

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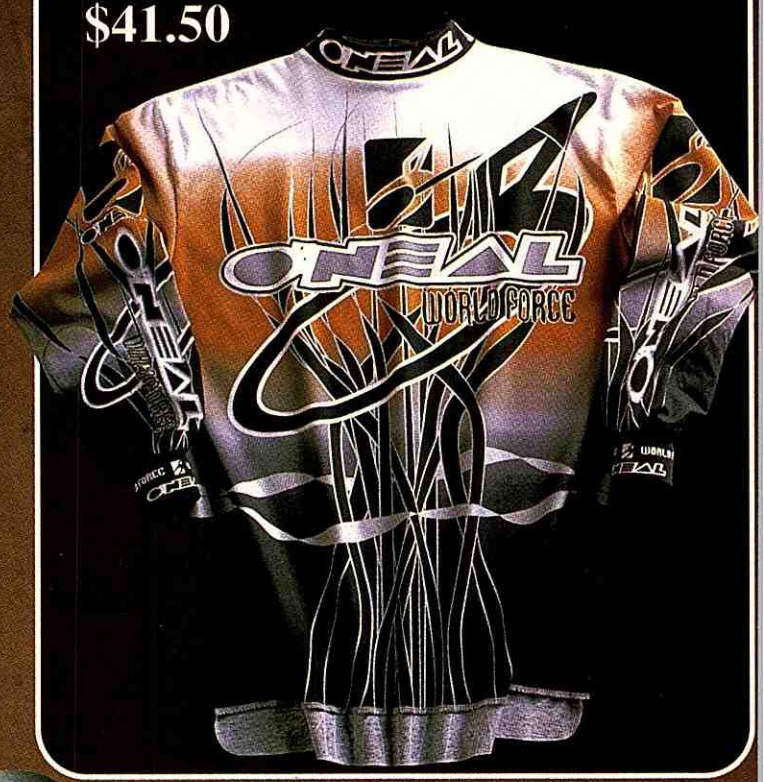

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CAN THE KTM 360X REALLY WIN?

What Trampas Parker has wrought

❑ KTM deserves more credit than the Big Four Japanese manufacturers! Not because it's European. Not because it is head-and-shoulders better than the red, yellow, white and green machines. Not because it started in America as Penton. Nope! KTM deserves credit because it does it differently—it really seems to care. KTM makes more two-stroke, off-road models than all four Japanese manufacturers combined. The company's lineup covers motocross, dual-sport, desert, rally and enduro with engines of almost every size imaginable.

So when Trampas Parker started winning 500 GPs on a prototype KTM 360, the *MXA* wrecking crew bent a few elbows at the KTM factory for a chance to throw a leg over the first one off the Mattighoffen assembly line.

QUESTION ONE: IS THIS THE FIRST-EVER 360?

In this day and age of monster-sized motocross engines, the concept of a 360cc Open-class bike seems like curious downsizing—not so! It wasn't so long ago that the majority of Open motocross bikes were in the 360cc range. Roger DeCoster won his World Championships on a Suzuki RN370, Kent Howerton used a Husky 360 to win his 500 National Championship, and it wasn't until the mid-'80s that manufacturers really got a handle on the carburetion, combustion shape and compression required to make an enormous 500cc piston move freely.

KTM has been here before. In '91 it offered a 350cc motocross bike and currently sells a 300cc version. The 360 is really a philosophical step for the Austrians—not a moonwalk.

QUESTION TWO: WHY A 360?

There are a lot of explanations for why KTM made the 360, but none of them fully explain the move. Here is a potpourri of partial answers:

Marketing: KTM has been very successful in making and marketing bikes in sizes that other manufacturers don't have. It asked the question, "Want more power than a 250, but less than a 500?" —the answer is in the math. In a phrase, KTM is "hitting 'em where they ain't!"

Power management: The human body can only tame so much horsepower. Once an engine begins to produce anything near the 50-horsepower mark, a lot of compromises have to be made to keep the rider from being jettisoned like so much excess baggage. The modern 250 can be twisted to the stops, but a 500 can only be ridden wide-open by a sociopath. A 360 makes power right at the edge of arm, ligament and muscle strength.

Handling: What would you rather ride on a technical motocross track, a 250 or a 500? A 215-pound bike or a 245-pound bike? Something light and agile or heavy and cumbersome? The 360 motor fits in a 250 chassis (the 500 motor won't).

Design practicality: When KTM made its original 350, it used the KTM 500 transmission and chassis. Bad choice. All the gear ratios were wrong for the smaller-displacement motor and the chassis was too stable. When the KTM engineers went back to the drawing board for '96, the eventual size of the '96 mid-size model (KTM still markets a 550cc racer) was determined not by a pre-chosen displacement, but by how much bore and stroke could be squeezed into the 250 engine cases. That is how the 360 came to be.

QUESTION THREE: HOW FAST IS IT?

KTM is in the enviable position of being able to compare its latest product to a host of existing KTM models that are very similar. Over the last few seasons, KTM has offered 250, 300, 350, 440, 500 and 550 off-road models. When you begin to make comparisons to each of the most common displacement sizes, you start to narrow down the KTM 360's power picture.

Comparison one: The '96 KTM 360 is much faster than the KTM 250. It has a 100cc advantage that it uses to its full effect in the midrange.

Comparison two: It is quicker-revving and harder-hitting than the KTM 300. The 300 is more tractor than dune buggy, and the 360 delivers its power with a light, airy, whippy and rat-a-tat-tat rev.

Comparison six: What happened to comparisons three, four and five? KTM doesn't offer the 350, 440 or 500 in the U.S. in '96. Comparison six is the 360 vs. the 550. No contest! The 550 is the stump-pulling powermonger of the

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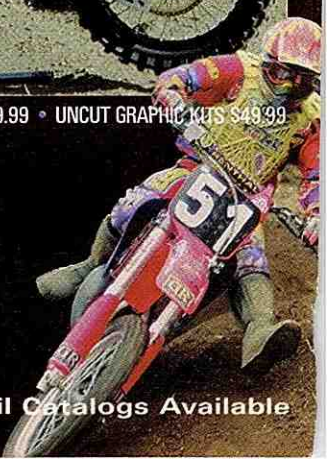


KTM 360X

two-stroke world. The 360 doesn't make anywhere near as much earth-moving power as the 550.

QUESTION FOUR: WHAT DOES THAT MEAN?

In plain English, the KTM 360 runs like a big 250.

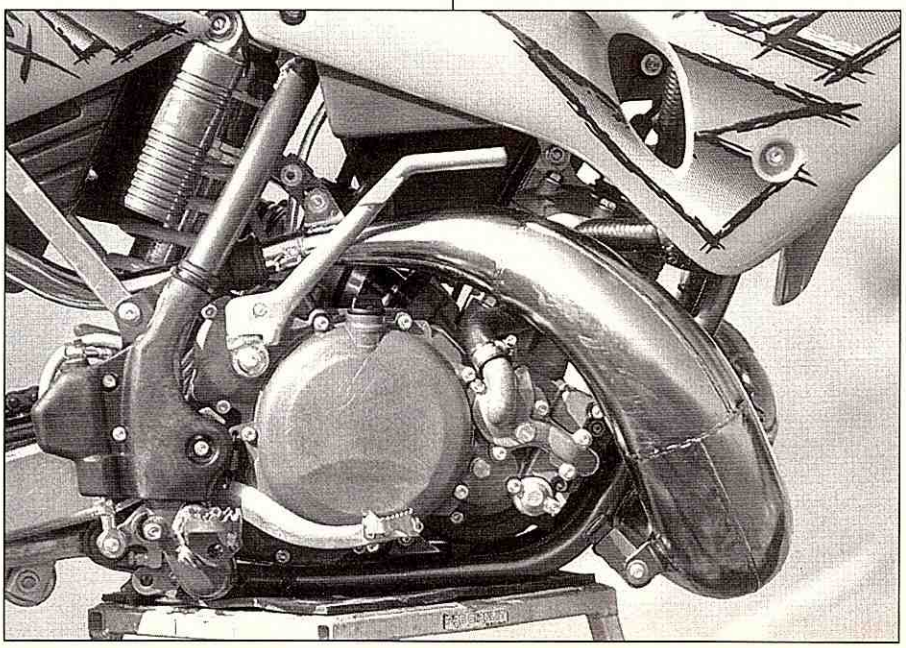
QUESTION FIVE: WHAT DID WE LIKE ABOUT THE 360 MOTOR?

It was very reminiscent of a Honda CR250 with a Mugen 360 kit or a Yamaha YZ250 with an Ohlins kit. It wasn't as makeshift as those aftermarket kits, but it still had a compromised feel to it. On the plus side was the bike's snappy response, strong mid-range bark and decent spread of power. Surprisingly, it neither grunted down low nor shrieked up high. It did its best work in the middle.

On a track with some maneuvering room, good traction and berms, the 360 was a dream come true. You could look over at a 250 rider on a straight and wave bye-bye. That was worth the price of admission.

What was the price of admission? It absolutely *hates* tight tracks. The revs needed to keep the motor on the pipe don't mate with tight corners, switchbacks or second-gear turns. It needs room to breathe. The gear ratios suffer in comparison to the powerband in on-off situations. It also doesn't like hard-packed tracks where the rear tire has to search for traction under braking. Just like the Mugen 360 and Ohlins 360 kits, it stalls with alarming regularity on hard-packed tracks. This is normal with Open-class bikes based on 250 engines.

It is a strange Open bike in that it requires a touch of 125-style riding technique to keep it percolating.



Approach-avoidance: Standing up was the best way to ride the '96 KTM 360. If you sat down, the cast iron saddle would cause bruises. No saddle in history has ever been this hard. Michelin's sneakers were a mixed bag of good and bad—the rear was good and the front was bad.

◄ Cadillac bumper: If KTM lost the chrome appendage, the 360 motor would be a very cool niche motor. On fast tracks, the KTM 360SX runs like a 250 on steroids. It is snappy, quick and crisp. It's not flexible enough for tight or slow tracks.

QUESTION SIX: WHAT ABOUT THE RIGHT-SIDE-UP FORKS?

Last year, the majority of *MXA* test riders applauded the Marzocchi right-side-up forks. They were awesome, especially in light of the White Power units that KTM had pawned off on the American public for years. It is true that the Italian-made Marzocchis are high-maintenance items. All during the '95 racing season, the test riders

KTM 360X

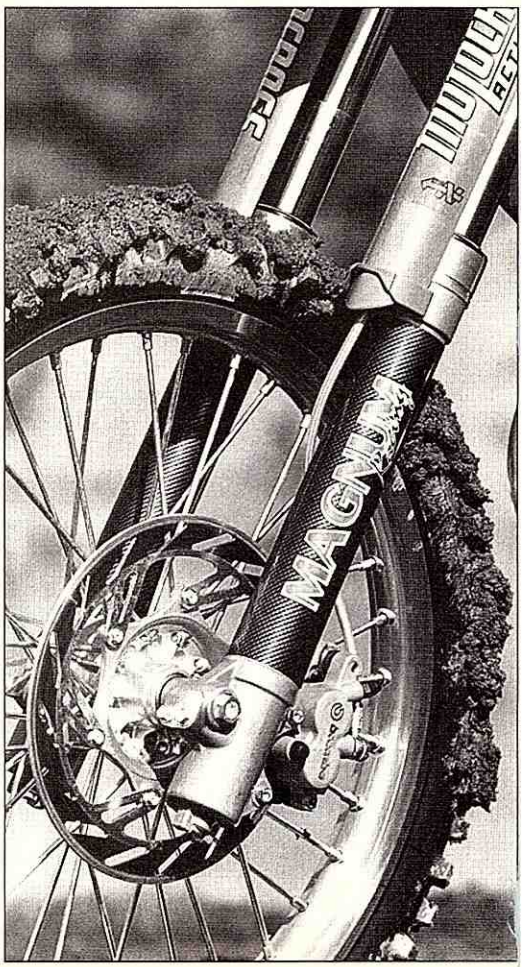
would work hard to get the Marzocchi Magnum forks dialed in, only to watch their performance degrade over every race weekend. They invariably became softer, looser and leakier as the season wore on.

For '96, Marzocchi addressed the problems with the clogged rebound system, wimpy fork seals and lack of low-speed compression, but in the process ruined the performance of the fork. Whether due to input from KTM or by pure mistake, the '96 Marzocchi right-side-up forks work just like the '94 White Power upside-down forks that they replaced in '95!

Every test rider had the same complaint about the '96 Marzocchis as he did about the old-style White Powers (you could transport a '94 test rider to '96 to hear the complaints). The forks were too soft. They dropped into their stroke and banged around. Small bumps were absorbed with aplomb, but big bumps were an absolute disaster. "No problem," you say, "just crank on the compression clicker and raise the oil height." Good plan, but as soon as you make the forks slightly stiffer, they quit working over the little stuff (and still bang around in the rough). This is a set of forks that you can make work for small bumps or for big jumps—but not both on the same day.

Plastic fantastic: KTM's decision to change from its traditional alpine white to butterscotch orange took a lot of nerve on the part of the Austrian firm's marketing people. Every test rider disliked the color, but strangely enough thought it looked better than last year's white.

Italian army: Last year, Marzocchi shook up the motocross world with a very supple, adjustable and resilient set of right-side-up forks that were better than the majority of upside-down boingers. That was last year. The '96 'Zokes work on a par with bad upside-down forks. ►



QUESTION SEVEN: HOW'S THE REAR SUSPENSION?

Better than the front, but it is very difficult to get the rear suspension to be compliant when the front end is loading and unloading at will. The overall feel of the KTM 360's Ohlins rear shock is firm. It was firm-feeling last year and it feels identical this year.

QUESTION EIGHT: WHAT DO WE LIKE & DISLIKE?

The "we hate" list: We hate the saddle. Somewhere in Austria they have an English/Austrian dictionary that has the definitions of "concrete" and "foam" transposed. This saddle is the worst motorcycle seat we have ever sat on.

We hate the front tire. KTMs come with Michelin tires for '96. In the past,

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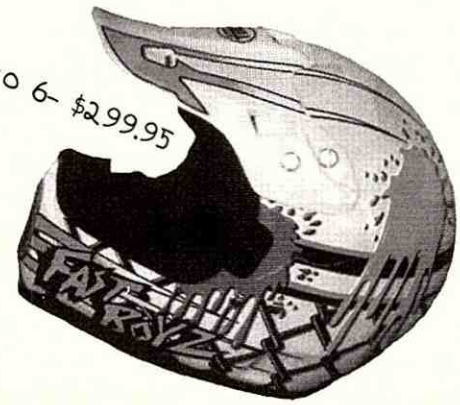

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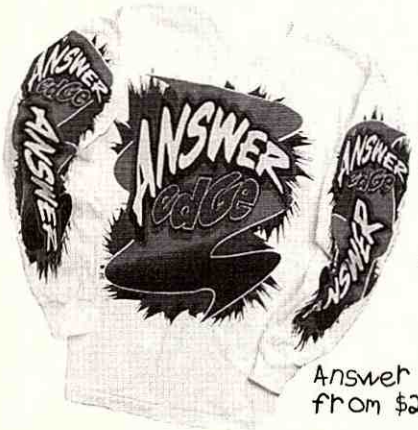

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KTM 360X

the *MXA* test riders have had both good and bad luck with Michelin motocross tires. The same holds true for the '96 KTM. We had good luck with the rear tire and bad luck with the front. We would rather ride on the front rim.

We hate the handling. This is a bike that has to be steered around a motocross track. It doesn't rail berms, bend curves or like to lean over. Turning this bike requires the "bus driver method." Go in straight, crank on the steering wheel, sit upright and honk the horn.

We hate the color. Who doesn't? It's butterscotch.

We hate the chrome pipe. We know that they are trouble-free, don't rust and sell like hotcakes from FMF and Pro Circuit, but only a goon runs a chrome pipe in motocross. Heed those words.

The "we like" list: We like the new fork guards. Last year KTM didn't protect the fork tubes with any kind of roost deflector. The purple guards will help the fork seals live a little longer.

We like the high-tech appearance of the right-side-up forks. The fake carbon fiber fork sliders give them a works look.

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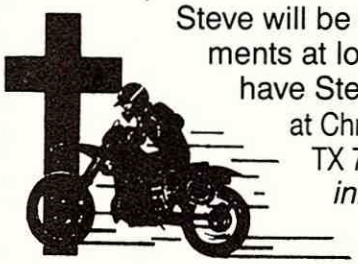

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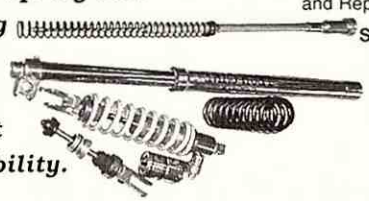

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KTM 360X

Mind-bending: KTM's very European style of handling doesn't like to be leaned over in berms or flicked through turns. It is a point-and-steer bike that requires the rider to choose his lines prudently. Aim and fire.

We like the new wider footpegs. KTM has been the slowest to come on board (which is odd because wide footpeg disciple Mike Fisher, who put them on Kawasakis, raced for KTM a few years ago).

We like the tool kit that comes with every KTM. It comes in a little bag and includes a potpourri of useful wrenches and doo-dads.

We like the 38mm PWK Keihin. It looks like the other carburetor companies are in danger of going out of business. Keihin has become the standard.

We like the brakes. Not awesome, but good enough. The rear brake pedal is very tucked in and hard to find for a rider used to Japanese brake pedals.

We like the fact that KTM has lived up to its promise to get rid of the Allen bolts that were the scourge of mechanics a few years ago. The new mix of hex-head bolts is very nice.

We like the Marzocchi compression and rebound adjusters. Rebound is on the top of the right fork leg and compression is on the left. No lying in the dirt to make the forks stiffer.

QUESTION NINE: WHAT DO WE REALLY THINK?

Trampas Parker is a very special person. How do we know? Because it would take a very special person to go fast enough to win GPs, on a wide variety of tracks, on the KTM 360. Not that it's a bad bike, but it's a very picky bike. It needs a special set of circumstances to make it super-effective. This is only the first year of the 360's development. It has potential, especially as a motor, but needs more refinement. ❑

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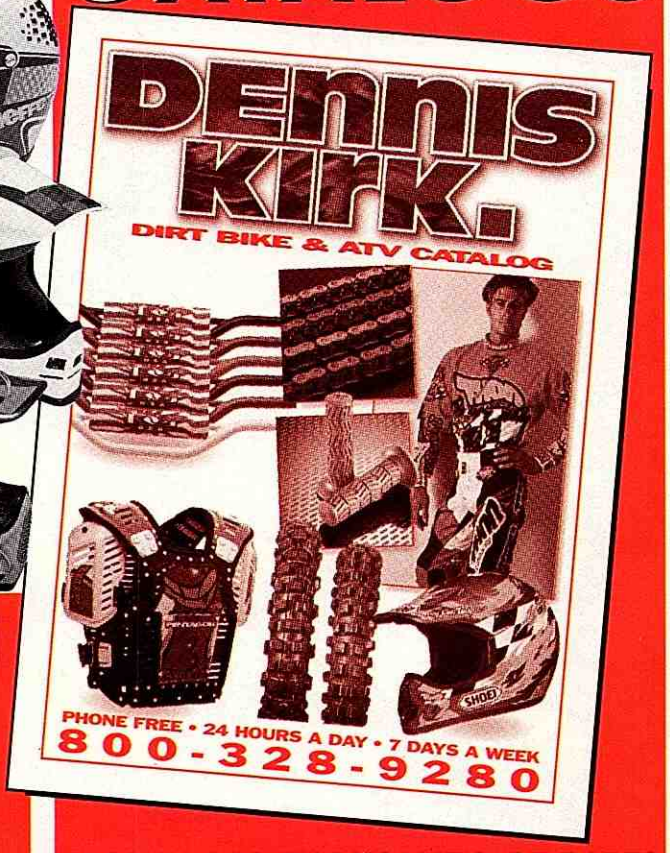

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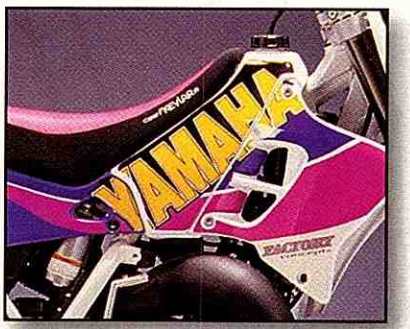

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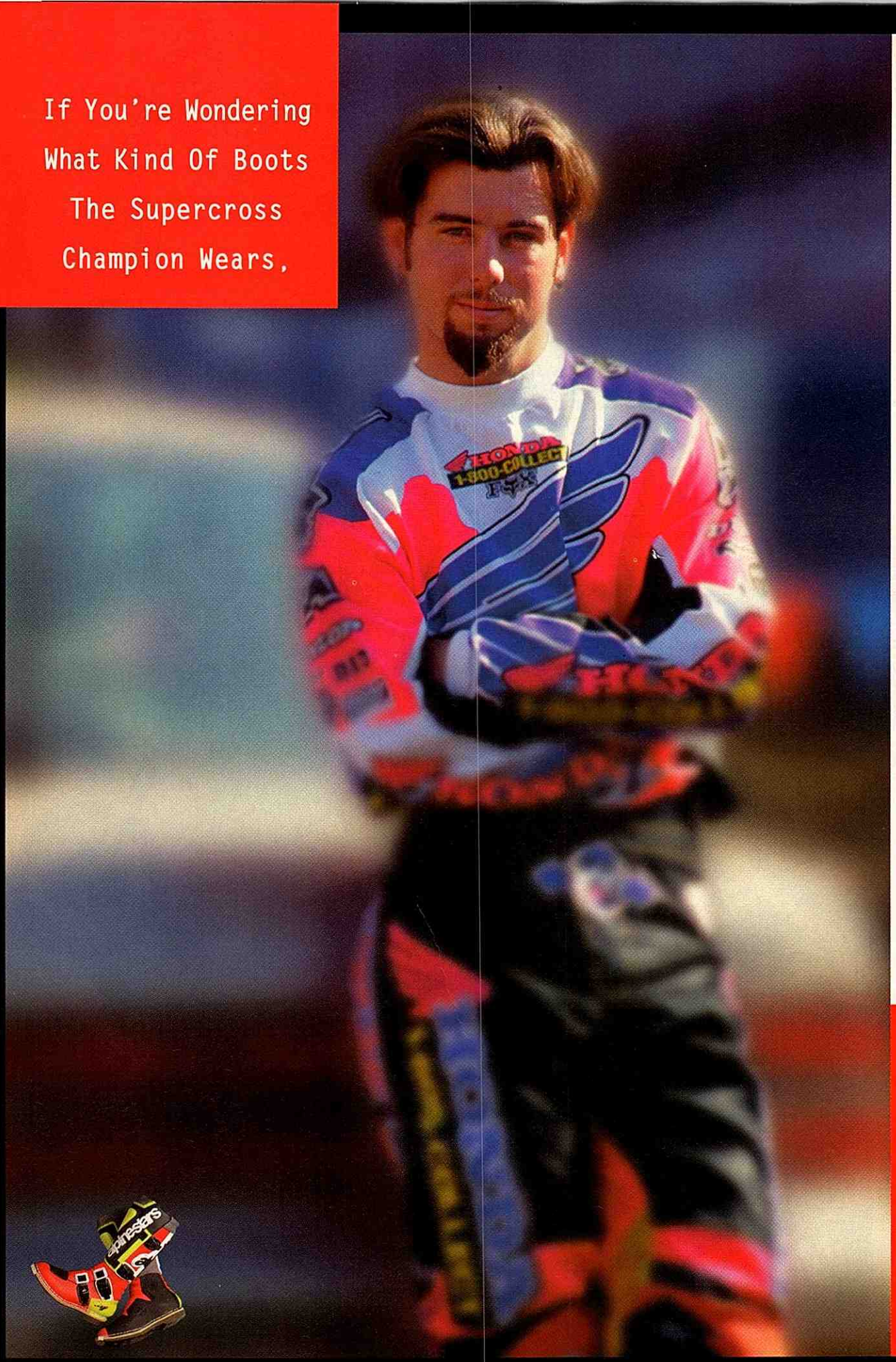

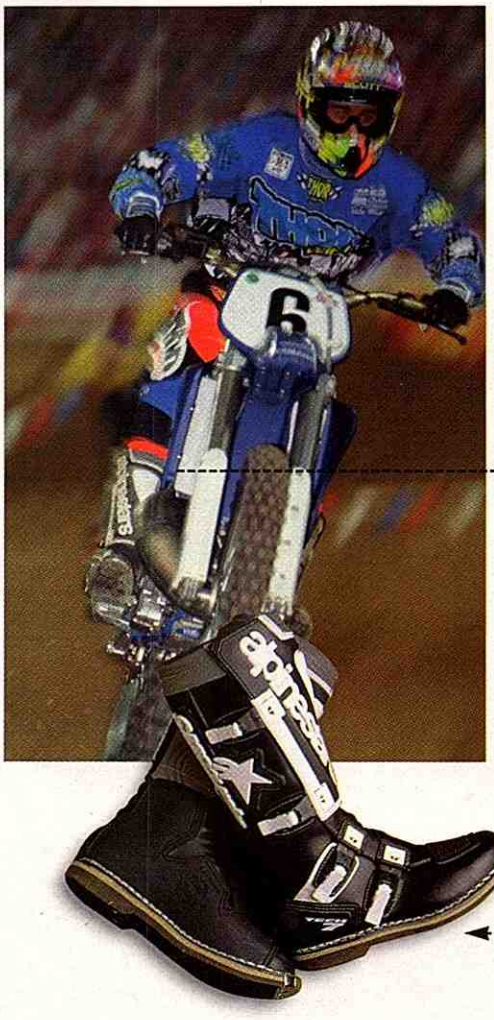

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SUPERMAC!

THE UNAUTHORIZED BIOGRAPHY

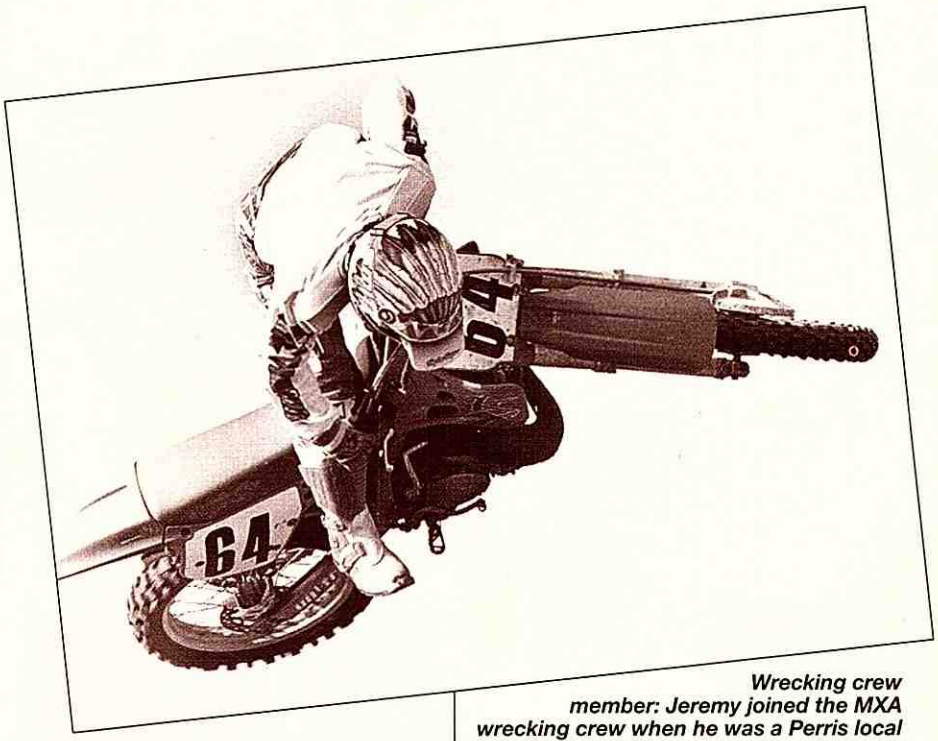
Digging up Jeremy's roots

By Chris Hultner

❑ Jeremy McGrath is a neighborhood kid to the *MXA* wrecking crew. He lived in the same barren SoCal valley, raced at the same local tracks, hung out in the same race shops, knew the same people and became an *MXA* test rider (he first appeared on the cover of *MXA* in March of '90, riding a KX250 and wearing the fabled Indian headdress helmet). So when people ask us, "What is Jeremy McGrath really like?" we can tell them.

There is no hiding the fact that we like Jeremy, but when it comes to answering the probing question about what he's really like, perhaps we should defer to the people who know him best.

To that end, the *MXA* wrecking crew interviewed the people around Jeremy . . . no, not his accountant, mechanic or team manager, but his mother, father, sister, BMX buddy and first factory team bosses. We didn't tell Jeremy what we were up to; we kept him out of the loop. This is Jeremy's story, but without Jeremy's input . . . the unauthorized biography of Jeremy McGrath.



Wrecking crew member: Jeremy joined the MXA wrecking crew when he was a Perris local at 18 years old. Even back then he could do amazing things on a motocross bike. With a custom-built supercross track in his backyard, Jeremy had plenty of time to hone his jumping skills.

EVERY MOTHER'S SON

ANN McGRATH'S TALE OF LOVE & RACING

By Ann McGrath

● I met Jack McGrath at a friend's party. We didn't really care for each other at the time. Jack wasn't my kind of person and I probably wasn't his. I think it was two years later that we bumped into each other again and something changed. I had just broken up with someone and I guess he was in the mood for a girlfriend. He was into car racing and I really loved car racing. He said, "I'm going to a place called Brotherhood Way." It used to be an old drag racing spot in San Francisco. That night, my girlfriend and I didn't have anything better to do, so we drove out there to see if we could find him. I thought, "Well . . . new man, this will be interesting." Lo and behold, we were driving down one side of the street and Jack was coming up the other. I was hanging out of the car yelling, screaming and waving, and I don't think he saw us the first time. We got to the end of the street, turned around and passed each other again. On the third pass, we finally connected. We made some small talk and Jack asked if we wanted to go get a hamburger, and we said, "Sure, what time?" He said, "I'll pick you up around midnight, when I'm done racing." He came to my girlfriend's house and we went to Mel's Diner in San Francisco—that was our first date. We stayed up all night talking.

THE RELATIONSHIP MATURES

At the time, I lived in San Jose and he lived in San Francisco. That was early in February of '69. We got engaged in May and were married in August. We had a very small wedding; just Jack's parents, his brother and sister-in-law. We got married in a little chapel in Reno, Nevada. I don't have any family in the United States—they're all in Australia—so there was no need for a big church wedding. Plus, we couldn't afford it. We went to Reno on a Friday afternoon and were married on Saturday afternoon. His parents took us out to dinner, we gambled on Saturday night, went home Sunday and were back to work on Monday. I worked for UCB [United California Bank] in San Francisco and Jack was working construction with his dad.

When we became engaged, I moved in with his parents in San Francisco, and he was living with a friend—I moved to San Francisco so we could be closer together. After we got married, we found a little apartment in San Bruno and lived there until our apart-

◄ ***Under the umbrella tree: Jeremy McGrath is to the '90s what R.J. was to the '80s and Hannah to the '70s. Jeremy is now a full-fledged, all-around rider. He can win indoors or out, night or day and rain or shine. He's the man everyone is gunning for.***

Photo By Bradley Nordloff

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ment caught on fire. We put the fire out and didn't lose the apartment, but moved out shortly thereafter. The landlord wasn't very happy with us because we didn't let the building burn down so he could get the insurance money. When he told us that, we weren't very happy with him. It was kind of a tragic situation living there anyway. The lady who was living upstairs from us, her husband had built a homemade airplane and when he took it out for the first time to fly it over San Francisco Bay, he crashed it and was killed. She had a couple of small children so life was tough for her. Then we had the fire, so it was one thing after another. We ended up moving back to San Francisco and renting a house.

We bought our first house when I was pregnant with Jeremy in '71. At that time I was working for a title company doing escrow secretarial work and Jack was a trainee mechanic for a large Chevrolet dealer in San Francisco.

MOTORCYCLES & THE McGRATHS

Jack always had motorcycles. I wasn't a big motorcycle fan, but I decided to give it a try. So, we bought a Honda 100. That bike was kind of small, so we bought a Yamaha 175. We used to go to Hollister and Carnegie, and I would ride around a little bit. I didn't mind going up the hills, but I couldn't get down the hills. My girlfriend and I would go out on rides. There was this big hill at Carnegie Park and we would ride around the back of it and end up on top. Getting back down the hill created lots of problems. She had to ride her bike to the bottom, climb back up the hill and ride my bike down while I would just kind of slide down. That's how we'd get to the bottom.

We still loved car racing. Jack's favorite car was his '56 Corvette. It wasn't restored or anything—it was definitely a racer. There was an eighth-mile drag strip in South San Francisco and I would race there. I loved car racing. One time, we went to Fremont for a "club race." A friend of ours was in the line next to us and it looked like we were going to be racing each other. So I said, "Jack, let me drive, let me drive!" and he did. I had forgotten that Mickey Thompson slicks had only four pounds of air, and normally Jack wouldn't let me drive with low tires. Well, off we went. First gear was okay, but by the time I hit second, the back end was fishtailing and when I hit third gear, it completely broke loose and I was spinning in circles watching the fence come closer and closer. Fortunately, I didn't hit the fence.

Jeremy was just a baby at the time, so after that experience my racing career was over. I haven't raced since, but it was fun while it lasted. All the car racing we did back then was illegal. We went to all the car racing spots there were in San Francisco at the time. We got caught a few times, we ran a few times. We had a lot of fun.

Once we were racing on El Camino Real in South San Francisco and the cops came. We happened to be at the front of the line, so we got away. We drove into a housing tract, shut the motor off and coasted into someone's garage. The garage door was open and we were sitting in the garage when the police went by. After 20 minutes we figured the coast was clear, so we coasted out of the garage, and off we went.

HEADING FOR SUN CITY

San Francisco was a big city even then. We didn't want to raise children in a city. Jack's grandparents had lived in Southern California since 1930, and Jack had fond memories of being out in the country with his grandparents. He thought it would be a good move for us to make. As long as we were going to raise a family, we thought a country atmosphere, rather than a city atmosphere, would be the best thing for us. By the time we had Tracy, it was definitely time to make a move. The next summer Jeremy would have to go to school, and we didn't want to start him in a school and then pull him out to make a complete life change. It seemed like the appropriate time. We sold our house, left San Francisco, came down here to Southern California and lived with Jack's grandparents for a month until we found a home.

By then Jack had completed his mechanic's training, and I could always get a job at a bank. We knew we could find work and we had aspirations of opening our own auto repair business. When we bought our house in Sun City, we also bought some land and built the garage that we work in today. We opened the garage in '76 and have worked at it ever since. I continued to work at the bank for a while because we needed some supplemental income. When you open a new business, it's not self-sufficient right away.

When we first moved down south, Jeremy always talked about Superman—which is ironic since everyone calls him SuperMac now. He wanted a Superman costume for Halloween very badly. I went to the dime store and bought him one of those plastic costumes. He put it on and ran around the house pretending to be Superman. We thought he would burn out on the costume the first night. After he ran around the house for a while, he went out the front door and he was gone—we didn't see him for a while. The next thing we hear is a big thump. We went outside and there was Jeremy lying on the ground. He had just jumped off the roof! He thought the costume would make him fly just like Superman. He bit his tongue and knocked his breath out but, thankfully, there was nothing seriously wrong with him. He was five then. Fortunately, it was just a single-story house.

◄ ***True romance: Jack and Ann McGrath were married in Reno, Nevada, in '69 after a whirlwind seven-month romance. At the time, Jack was heavily involved in illegal street drag racing and Ann worked at a bank. In fact, the second time they saw each other Jack was running from the cops after a drag race.***

◄ ***SuperMac: In just three short years, Jeremy has destroyed every supercross record in the book. It's an amazing feat considering it took Rick Johnson and Bob Hannah twice as long to set the records. When Jeremy rides on the edge, he's much smoother than his competition.***

SUPERMAC!

Another time, Jeremy got hung-up on a chain-link fence. He was climbing the fence and got stuck at the top and ripped his stomach open. He knew he wasn't supposed to be climbing the fence. So when he managed to get off the fence, he went straight to bed. We couldn't find him anywhere, and we were looking for him for quite a while. Finally, we went to his room, turned back the covers and there he was—bleeding all over the place. It startled us because we didn't know what was wrong with him. But it didn't turn out to be any big deal; it was just a flesh wound. That was when he was ten.

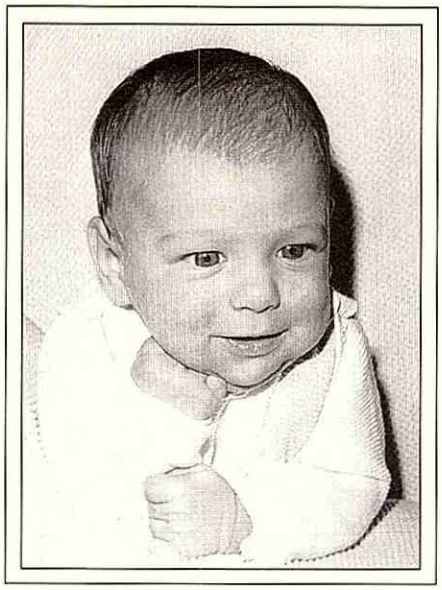
SCHOOL DAYS FOR JEREMY

At first, Jeremy went to the local elementary school. When Tracy was old enough, we put both of them in a Christian school. We thought it was a good idea because we felt it was a good foundation for life and that they would both get a better education.

Jeremy did the normal things that kids do, like T-Ball and Little League. He had a good time doing it, but he was just an okay athlete. When he was nine he played soccer, and when he was ten he played Pop Warner football for Temecula. He wasn't really into team sports, although the team he was on had an outstanding year and won every game. The football team was invited to a bowl game in Hawaii during Thanksgiving. He was ten years old and there were a few parents going to supervise. We thought it would be a great experience for him. But even though Jeremy was on such a dominant team and he got to go to Hawaii, he wasn't interested in playing the following season.

After football came BMX. We went to the Hemet BMX track and Jeremy fell in love with bicycle racing. BMX is an individual sport, not a team sport, and Jeremy was very excited about it. We were thrilled because it was a fun thing to do. There were always a lot of parents there, and it was something the whole family could get involved in. There were a lot of different tracks to choose from, so you could go racing on any given night or just on the weekends—whatever fit into your schedule. Well, us being us (we get hooked on everything), we started going more and more and Jeremy progressively got better and better. We even had Tracy racing for a little while.

A couple of months after Jeremy started racing, he got a sponsored ride with VDC. He was excited about it because a factory ride meant somebody saw some talent in you. We liked the fact that we were getting some help. All sports are expensive and if you can get a little help, you're better off. It



◄Bundle 'o joy: At six months old, Jeremy McGrath was the typical, run-of-the-mill, crying, drooling, spitting-up and diaper-soiling baby. He didn't show his daredevil side until he was five. Jeremy got his first taste of "big air" when he thought he could fly like Superman and jumped off the roof.

gives you an opportunity to go further with it. Jeremy was with VDC for quite a while and, ultimately, we were racing 13 times a week. We raced every night—four different races on Saturday and three or four races on Sunday. We were racing so much that Jeremy and Tracy had to do their homework in the car on the way to the races. We always insisted on the homework being done and their grades being up. Even when motorcycles came along, it was still important that Jeremy keep his grades up.

By the time he was 13, he was getting tired of racing BMX so frequently. At that point he had been the #1 rider in California in his class for four years in a row and was ranked 19th in the nation for his age group. After VDC went out of business, we started our own BMX team called Country Kids BMX—we had three other kids on the team besides Jeremy. Jack was head-over-heels involved with that. When Jeremy was ready to kick back a little bit and ease up on the situation, Jack wasn't quite so ready! In a way, it was all right because the other kids were still racing and we stayed involved with them. We had a sideline business that supported the team—we sold bike parts out of our trailer as a service to the racers—so there was no reason to stop racing. Jeremy was still racing on-and-off, but when he decided he didn't want to race BMX at all, we sold the trailer and got out of the sport. That was it!

SUPERMAC'S FIRST MOTORCYCLE

The transition to motorcycle racing came right after Jeremy quit BMX. Jack and I were sitting at the shop the day of Jeremy's 14th birthday and commenting that Jeremy had done a terrific job in BMX and in life in general. We never had a lick of problems with our kids, they've been great. Anyway, Jack and I were looking at each other, and I said, "Let's just get him a motorcycle." He had always wanted a motorcycle, but I wasn't ready for him to have one. I have always thought a person should be old enough to understand the responsibility they have for their own body. If you throw your leg over a motorcycle, you should know that it can kill you. And if it doesn't kill you, it could hurt you. You have to be sensible enough to know that things can happen. On his 14th birthday, I thought he was old enough to understand. So we decided to get him a bike. Jack always had Yamahas and wanted to stick with them. We had a friend who worked at Malcolm Smith Yamaha in Riverside. We called him to see what they had. Next thing you know, I'm leaving in the truck to go get Jeremy's first motorcycle.

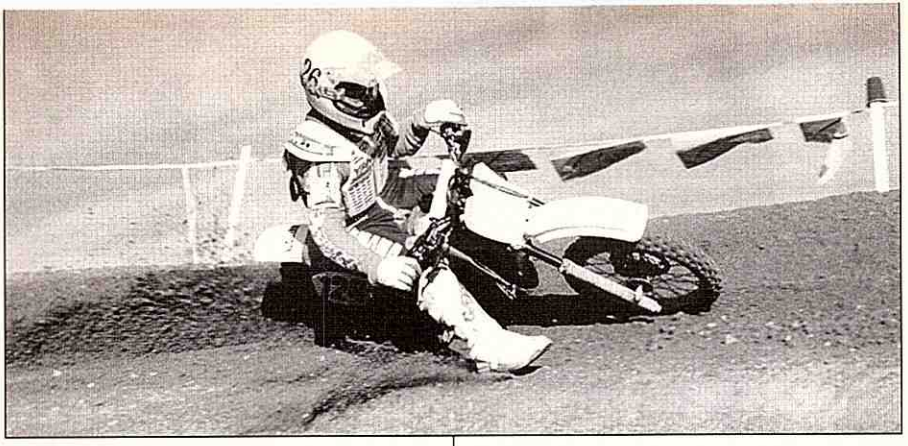
We put it on our deck that night. Neither Tracy nor Jeremy had any idea that we brought home a motorcycle. After we gave Jeremy the regular presents that we already had for him, I asked him if he could come out on the deck to help me with the laundry. Jack went around the front and I went around the back. When Jeremy went outside, Jack flipped the lights on and there was the motorcycle. As long as I live I will never forget the expression on Jeremy's face!

I was so pleased that we were able to do something that reinforced the idea that he had been a good kid. This was a reward for the dedication he put into BMX and for the fact that he never got into trouble. He was so shocked to have a motorcycle. I can honestly say it is one of the best memories of my life!

GETTING DQ'ED AT PERRIS

He only had that bike for a couple of months before a friend, who used to race BMX, came over and said, "I heard you have a motorcycle. Why don't you come out to Perris and race motocross?" Well, when I heard that word "race" I said, "No, no, no . . . not again! We're not going to get into racing again, because we tend to get overinvolved." But I caved in and we went to Perris. Jeremy raced and did very well. I had a great time because we got there in the morning, saw a lot of friends and, when the racing was over, we went home. I was surprised that it wasn't like BMX—we didn't have to drive to a bunch of different tracks that day. I thought, "Gee, this is pretty good. I kind of like this."

A month went by and Jeremy went racing again, and that was okay—we were still happy with it. At his third race, Jeremy lined up on the wrong



The key to the future: When Jeremy was 14 he got his first motocross bike, but motorcycle racing was something his mom was reluctant to get into—after BMX. "We were racing BMX, 13 or 14 times a week," says Ann McGrath, "so when I heard the 'race' word, I said, 'No, not again!' " Lucky for Jeremy, he was able to talk her into it.

gate. We didn't know anything about motorcycle racing at the time. At Perris they put the Novices on the first gate and Beginners line up behind them and start 30 seconds later. Jeremy accidentally lined up on the first gate and off he went. He got second or third, I can't remember which, and somebody protested him. They came to us and told us he raced in the wrong gate and we said, "So, what does that mean?" They said we had a choice: Jeremy could be disqualified or he could move up to the Novice class. We said, "Novice sounds good. We'll be Novices!" That was the beginning of Jeremy's motocross career.

The first time we went to Mammoth Mountain we were parked next to this fellow and he came over to us after the race and said, "You know, your boy races pretty well. Does he have any sponsors?"

We said, "No."

He said, "I'd like to sponsor him."

We were looking at each other and said, "Sponsor? Wow, this is good! Who are you?"

He said, "I represent both Malcolm Smith and Hi-Point. My name is Wayne Cornelius."

Later that week we met with Wayne, and our sponsorship days were off and running. That was a very kind and generous thing, and you never forget who your first sponsor was. Wayne was enthusiastic and very supportive of Jeremy. Ever since then, Jeremy's motocross career has only gone in one direction—up! ●

FATHER KNOWS BEST
JACK McGRATH'S BIG ADVENTURE

By Jack McGrath

● Jeremy was very good at accepting discipline. If he made the decision to do something bad, he knew there was a spanking coming. When he did something bad, we would send him to his room for 20 minutes so he had time to think about what was coming. I don't remember what it was—he probably beat up his sister or something—so we told him to go to his room and wait. I let Ann handle this one. She went to Jeremy's room and she came right back . . . laughing! I didn't hear him cry or anything. She said, "You better handle this." So, I went to his room. Jeremy had taken magazines and shoved them in his pants and he rolled-up toilet paper and put it in his pockets. He also put on two or three pairs of shorts. He had newspapers in the first layer and magazines in the second layer. When you went into his bedroom to spank him he would just bend over and take the swats, but this time he was ready!

I didn't know how to deal with it and I started laughing in there, so I left. I went back and told him he was going to have to strip down to one pair of shorts. When I went back, there were two or three magazines, all this newspaper and a bunch of toilet paper on the floor. He'd never done anything like that before. He probably saw the Little Rascals get away with it and figured he could do the same. It was so funny that we didn't even punish him.

JEREMY'S REAL RESUME

Jeremy likes to say he rode motorcycles before he raced BMX, but here's the real story. His first minicycle was a Cat. It was a rigid-frame minibike with a Briggs & Stratton motor. I made it for him when he was about five—we still have it. He "rode" the Cat around the yard for a while. I don't understand it when he says, "I rode." He didn't go anywhere—he stayed right here in the yard. Later on I had a Honda Express—it was one of those wind-up, kickstarter jobs with a basket on the front—and he rode that around the front yard. Then I traded some car-racing parts for a Suzuki 80. I gave that bike to him and right away he wrecked it. I put a throttle stop on it so it wouldn't go very fast. Well, there was a rock out in our field that he and one of his friends would constantly jump and after about a month, he broke the Suzuki in two. I told him he must be doing something pretty crazy to break a bike in half. A year later I bumped into a guy who had an RM80 with a blown motor. I bought that bike for 100 bucks. I rebuilt the motorcycle that Jeremy broke in half with the bike I bought for 100 dollars and he broke *that* one in half. Out of the two minibikes he had, he only got in a total of 90 days of riding, and it was all right here in the neighborhood—not anywhere near a race track.

When Jeremy turned 14, we got him his first new bike. It was a YZ80. At that time we had BMX tracks in the yard, and he would ride his YZ80 around the BMX track to get a feel for it. We hadn't yet built the house that we're living in now, but there was a hill there. Jeremy would come ripping across the field and jump up the hill, and Ann would take pictures of him. He rode the YZ80 until the piston ring wore out and it wouldn't start. He would have his buddies push him 'til it started. Finally, it wouldn't go anymore. But he would never come and tell me, "Dad, the bike won't start," until the bike no longer worked at all. He wore that bike out in about two months. When Jeremy wanted to start racing, I took his bike to my cousin Wayne Martin at Malcolm Smith's, and they fixed it in an hour. Back then I didn't really know much about motocross, and for the first 20 races we didn't change anything on Jeremy's bike—not a shock, piston or even a tire for that matter. We didn't take this whole racing thing seriously for the first six or eight months.

WHERE IS PONCA CITY?

Once Jeremy moved up to the Novice class and was doing well, some friends of ours told us we had to go to Ponca City. I said, "What do you mean we have to go to Ponca City?" I didn't even know where Ponca City was. They thought we could win there. I think it was Mike Chamberlain's family that convinced us to go. Everybody we knew back then had two tricked-out bikes—one bike was stock and one was modified. We had only one stock bike, and when I put a pipe on it, it was also our modified bike. We took Jeremy's bike in our BMX trailer and he rode to Ponca in Derek Natvig's motorhome. Jeremy did end up winning his first Amateur title in the 80cc Novice class that year ['86].

In '87 he won the 125cc Junior class at Ponca and was protested by someone who said he was a Pro who had re-classified. Casey Johnson's mom was standing there when this guy was making his accusations and she set him straight. I didn't hear that Jeremy had been protested because I was so focused on what we had to get done at the race. I never really thought about what other people had to say. We were concentrating on the races. We

SUPERMAC!

◄ *Showtime: When Jeremy signed to ride Hondas in '91, he thought he would be on the factory team. Jeremy (17) was a little disappointed when he found out he would be on Team Peak (Honda's support team). His disappointment was short-lived, however, as he went on to win back-to-back 125 West Supercross Championships. That's Doug Henry on a DGY Yamaha chasing him.*

had spent a lot of money to get there and back, so I knew that whatever we did, we had to make it worth the time.

I'm sure I got caught up in the "mini-dad" stereotype a few times, but not to the extent that some parents do. We did the BMX thing and we saw a lot of mini-dads there, so we knew what that whole scene was about. I think some of the dads in BMX are worse than in motocross—I've seen guys slap their kids right off the bike. There were times that Jeremy upset me because I didn't think he was giving it his all. Some days I would just ask him, "Why are we here?" In fact, that happened at Barona Oaks one time. I got so mad at him because all he was doing was messing around. He had a bunch of friends with him—he was only 14 at the time. It was the first time we went somewhere besides Perris Raceway. Anyway, I got Jeremy in the back of the trailer and I slammed my fist into the countertop and I said, "Why are we here? Why am I spending my money? Why did you bring me down here? If you wanted to play, you should have told me that and we would have just stayed home!" He went from eighth in the first moto to winning the second moto. I said, "I don't ask you for much. I give you everything I have. I give you my heart, I give you my dollars, I spend hours and hours working on your motorcycles. All I'm asking you is give me the time on the race track."

I guess every once in a while kids get lost and don't stay 100% focused, but they're just little kids. Parents don't realize that sometimes. This is a working relationship between you and your rider. A lot of people don't realize to what extent a father will give up his life for his son's racing career. The effort is humongous and sometimes a dad has the right to get mad, but we don't have a right to get mad all the time.

TAKING THE BIG STEP

When Jeremy was a 125cc Intermediate, he wasn't getting very much support from the industry. We got parts like chains, tires and oil, but we were still buying our own bikes. Everyone was telling us that if we did well at Mammoth, Jeremy would surely get bikes from someone. So we went to Mammoth and he won nine out of 11 races and won two Championships. We were approached by a lot of companies interested in Jeremy, but we still couldn't get a bike deal. A lot of people told us that Jeremy didn't get any major sponsors because he wasn't a big name in the Amateur ranks—at the time we had no idea that's what it took to get some help. After nothing panned out at Mammoth, we had to make a decision about what to do for the next season. We could risk everything, spend all of our money and go to Ponca City. However, if Jeremy didn't get a ride after Ponca, we wouldn't be able to afford bikes for the next season. Or, Jeremy could turn Pro and we could spend the money on a new 125 and 250. It was Jeremy's decision. Jeremy decided to turn Pro. He was 16.

We bought Hondas. Our plan was for Jeremy to race on the local level and get his feet wet because he wasn't going to be out of school for another year. His first Pro race was at Glen Helen and he won. I thought, "This could be something." He made about $95. That was different—here I was, spending 100 bucks to go racing, and he makes 100 bucks that day.

After that, we strategically ducked the competition. I wanted Jeremy to keep winning. I wanted him to think it didn't matter where he went, he could win. I never explained this to him; I just knew it would be a good mental boost. If there was a Golden State race somewhere, we would go somewhere else and Jeremy would win. If there was a big race at Perris, we went to De Anza. If you don't get good results when you race professionally, you better be having fun because you're just wasting money. We've seen other families spend thousands of dollars to buy motorcycles and travel to all of these races. We weren't in that frame of mind—we couldn't afford it.

A MAN OF INDEPENDENT MEANS

Finally, we gave Jeremy 500 dollars in a checking account and said, "This is what you have. We'll help you as much as we can, but you have to make it grow. If you cannot make it grow, you're in the wrong business!" He liked the idea of having a checkbook, but he didn't like the idea of paying his own way to the races. We explained to him that he was now a businessman—a self-employed, professional businessman. That was a whole new concept for him. I had to make sure he understood he had to touch base with his sponsors and if he needed parts, he had to order them and make sure they got to him. I had to work all day, so it was up to him to get his racing in order. When he had to write his own checks, he started winning more. From that point, he got better and better.

In February of '89, Team Green approached us at the San Diego round of the Mickey Thompson series. They wanted to know what our deal with Honda was. We told them we didn't have a deal with Honda. Then they asked us what our deal was with Yamaha and we told them the same thing—no deal with Yamaha, either. They said, "You mean to tell us, all this time you've been doing what you're doing and nobody's helping you?" We said, "Nope!" They saw their opening and offered us a couple of bikes. I didn't know that they were giving guys like Joel Albrecht six or seven motorcycles. They offered us three bikes and $500 in parts, plus bonuses.

The rest of '89 went very well for Jeremy on Team Green. He won a lot of Mickey Thompson races and that went a long way towards getting his name out there. That was also the first year he raced supercross. He raced Anaheim, San Diego, Seattle and Los Angeles. In '90, we were racing more supercrosses and Jeremy ended up second in the 125cc West series.

In the summer of '90, Rick Johnson called Jeremy and asked if we were going to Loretta Lynn's and we told him, "Yes." We met Ricky at Loretta's and he said Roger DeCoster was coming to talk to Jeremy. We talked to Roger, and he asked if Jeremy was interested in riding for Honda in '91. Then we realized we were on the way! That was a thrilling time—first to get the call from R.J. and then to actually sit down and talk to Roger. In '91 Jeremy was

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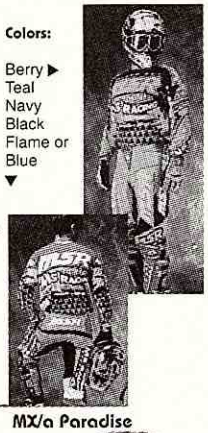

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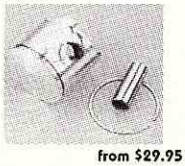

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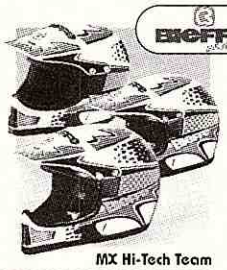

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riding Hondas with Team Peak and he won the 125 West Championship two years in a row. He's been winning Supercross Championships ever since! •

SISTER OF THE STAR
TRACY McGRATH'S SIBLING RIVALRY

By Tracy McGrath

• Jeremy used to antagonize me a lot. For a long time he wasn't allowed to hit me—even if I hit him first. As we got older, the rule was changed—if I hit him, he was allowed to hit me. He would get in big trouble for hitting me if I didn't hit him first. I don't like it when people put their hands in my face and he used to do it until I would go nuts! Our parents were at work, so I couldn't call them and complain. One time Jeremy was antagonizing me all day and I couldn't take it anymore. So I took a knife out of the butcher block and told him I would stab him if he came near me. I just sat there with that knife for a couple of hours until he went out and did something else. He was bored. All he had to do that day was bug me.

I was always a little smarter than he was. He would do something to make me mad and I would get him back the next day. We had chores to do when we got home from school. Every day our mom would leave a list of chores for us to do, and I would find the list and throw it away before he saw it. I knew what chores I had to do and which ones he had. I made him do half of my chores since he never saw the list. There were things he never did, like the dishes, so I had to be careful which chores I made him do. It was great. I gave him all of his chores and half of mine, so I only had to do two things and he would have to do the rest. To this day, I don't think he knows I used to do that to him, but I knew I was getting back at him!

There were times when we were kids that he would make me so mad I would go to my room, pack my clothes and leave. Back then, there were no other houses around here, and I would walk a half-mile and just sit by the road. I was running away!

We started to become close about three years ago. He didn't understand that I could be his friend as well as his sister. I would walk up to him at school when he was with his friends and he would turn and walk away like he didn't even know me. That made me mad. I had always been there for him and there were a lot of things that I missed out on because of his racing. Don't get me wrong, I liked going to the races and I never complained about it, but he could have treated me more like a friend. Now we get along great. I don't get to see him very much because of his schedule, but when we do hang out together, we have fun. Now he invites me to the river. •

Happy family: Tracy, Jeremy, Jack and Ann are one of the closest families in the sport of motocross. They have stuck together and supported each other through the good times and the bad. If it wasn't for the love and dedication of his family, Jeremy wouldn't be where he is today! ►

KING OF BMX
ERIC CARTER'S BMX MEMORIES

By Eric Carter

Style grommet: Jeremy often says BMX was good for his motocross career because it taught him how to win. Jeremy did a lot of winning during his stint on 20" bikes—in fact, he was the #1 rider in California in his age group four years in a row.

• We were pretty crazy when we were younger. We used to go to his house and build these big jumps—most of which I wouldn't jump today. Jeremy and I were on the VDC BMX team back in '82 and '83. In '84 the owner of VDC sold the company, and the team members all went their own way. Jeremy's parents had a bike shop that went to all the races. Jeremy rode for his parents and I rode for another team. As a BMXer, Jeremy was very determined. It's the same determination he rides with now. Sometimes he wasn't as good, as fast or as strong as some of the other guys, but you could see that he was really trying hard. When he raced, he would really lean over the bars a lot—I don't know if he got that style from riding motorcycles or what. You could tell he was very determined to do well.

He turned a lot of heads one year at a Gold Cup qualifier at Ascot. He was unsponsored (no one even knew who he was) and he beat some very fast guys like Jason Kick, Robert Swick and Brian Lopes. Those were the three fastest guys in his class at the time. This kid from out in the middle of nowhere comes out and beats these guys! He got picked up by the team I was riding for. He was a good rider, but he just didn't have that edge when he raced BMX. He won a lot of local races. As far as the National scene is concerned, Jeremy won races that would be comparable to a motocross Winter Series. He didn't race all the Nationals, just the local ones like in Nevada, California and Arizona. •

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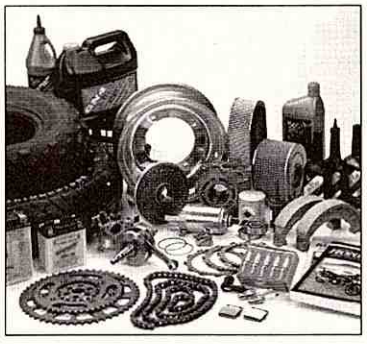

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TEAMWORK & TEAM PLAY
MITCH PAYTON'S POWERHOUSE

By Mitch Payton

• The first time I remember seeing Jeremy McGrath was at the World Mini Grand Prix. He was on a Yamaha YZ125. I think he was a Novice and was doing real well. He was a real quiet kid, but I talked to his dad there, and after that I saw him all the time at Perris Raceway. I probably knew about Jeremy from the time he was a Novice. Jody raced at Perris and always told me about this kid who raced there. Bill Keefe, who used to work at Pro Circuit, ran Klemm Research and he was helping Jeremy with his Kawasaki and he told me about him. Even the riders on my team occasionally mentioned this kid from Sun City. His first real claim to fame came in the '89 Mickey Thompson races. He was doing really well in the Ultracross series. I think he won something like six races and then got second at the Seattle 125 West Supercross. The second at Seattle did more for him than all of the Ultracross races.

I was a little worried when we signed him for Team Peak in '91. There was a misunderstanding that was neither his fault nor mine. DeCoster had already talked to Jack and Jeremy about riding for Honda, but he hadn't told them that the official Honda 125 team would be Team Peak. Jack thought that Jeremy was going to be on the same team as Ricky Johnson. He was kind of bummed when he found out Jeremy would be riding on this new team—Team Peak—but it turned out to be one of the greatest relationships in motocross. Team Peak became the most powerful 125 Supercross team in history. We won 15 of 18 races that first season with Jeremy, Steve Lamson, Brian Swink and Jeromy Buehl. Jeremy went on to win two 125 Supercross titles before moving up to Team Honda. Jack and Ann were equally important. I think I have had a better relationship with Jeremy's parents than with any other rider's folks. They are great people. To this day we stay in contact. Our relationship started out kind of rocky, but we put 100% behind Jeremy and even now that we are a Kawasaki team and Jeremy is at Honda, we still spend time with the McGrath family at the races.

The thing I'll remember most about Jeremy McGrath has nothing to do with racing. We were at Washougal in '92. Troy Lee, Larry Naston, Skip Norfolk, Wyatt Seals and I all went to dinner. When we came back to the Red Lion Inn, we saw all the Team Peak riders goofing around in the parking lot. Troy and Jeremy started wrestling around and by accident, one of them ripped the other guy's shirt. So the other retaliated. In no time at all, Troy and Jeremy had ripped each other's clothes off—all of them. Troy chased Jeremy down by the river and found a dead fish. Troy tackled Jeremy and smeared this dead fish all over his body. By the time it was over, Jeremy, Troy and Buddy Antunez were naked and smelly, while everybody else had their shirts torn off. ❑

◄ Buddy system: Mitch Payton teamed Jeremy with mechanic Skip Norfolk at Team Peak in '91. The partnership was extended when Jeremy took Skip to Team Honda when he signed in '93. Their five-year association has delivered two 125 Supercross Championships, three 250 Supercross Championships and the '94 World Supercross Championship.

THE LADDER TO SUCCESS
JEREMY'S SUPERCROSS RECORD

1989 SEASON
125 West Supercross

Anaheim	12th
Seattle	8th
Seattle	2nd
San Diego	10th
Los Angeles	8th
Final standing	8th

1990 SEASON
125 West Supercross

Anaheim	7th
San Diego	2nd
Seattle	2nd
Las Vegas	1st
Pasadena	3rd
Dallas	3rd
Oklahoma City	2nd
San Jose	6th
Los Angeles	8th
Final standing	2nd

1991 SEASON
125 West Supercross

Houston	2nd
Anaheim	1st
Seattle	1st
San Diego	1st
Phoenix	3rd
Dallas	1st
Las Vegas	1st
San Jose	9th
Final standing	125 West Supercross Champion

1992 SEASON
125 West Supercross

Houston	3rd
Anaheim	1st
Seattle	1st
San Diego	1st
Daytona	20th (250)
Charlotte	10th (250)
Indianapolis	6th (250)
Tampa	5th (250)
Pontiac	8th (250)
Pontiac	6th (250)
Las Vegas	1st
Dallas	1st
San Jose	1st
Los Angeles	1st
Final standing	125 West Supercross Champion

1993 SEASON
250 Supercross

Orlando	4th
Houston	5th
Anaheim	1st
Seattle	1st
San Diego	1st
Tampa	1st
Atlanta	4th
Daytona	2nd
Dallas	1st
Charlotte	1st
Pontiac	2nd
Pontiac	1st
Indianapolis	1st
Pasadena	1st
San Jose	1st
Las Vegas	9th
Final standing	250 Supercross Champion

1994 SEASON
250 Supercross

Orlando	1st
Houston	1st
Anaheim	1st
San Diego	1st
Tampa	5th
Atlanta	1st
Daytona	4th
Indianapolis	1st
Charlotte	7th
Pontiac	1st
Minneapolis	1st
Dallas	3rd
Seattle	3rd
San Jose	2nd
Las Vegas	1st
Final standing	250 Supercross Champion

1995 SEASON
250 Supercross

Orlando	1st
Minneapolis	1st
Anaheim	1st
Seattle	1st
San Diego	1st
Atlanta	4th
Daytona	7th
Indianapolis	1st
Houston	1st
Pontiac	5th
Charlotte	1st
Dallas	2nd
Cleveland	1st
San Jose	1st
Las Vegas	DNS
Final standing	250 Supercross Champion •

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Flexguard $99.99
Pee Wee $37.99

MSR
System 6 $ 89.99

JT
V-Flex $79.99

ANSWER
TKO $ 89.99
Edge-5 $ 74.99
Kids $ 69.99

O'NEAL
Pro-2 '95 $ 79.99
Wrldforce '95 $109.99 NEW!

MSR '95
Rage $ 69.99
System 6 $ 94.99
Pro Comp-2 $ 59.99

SINISALO
SCX-2 $124.99
SCD-4 $124.99
'95 Tech $ 79.99

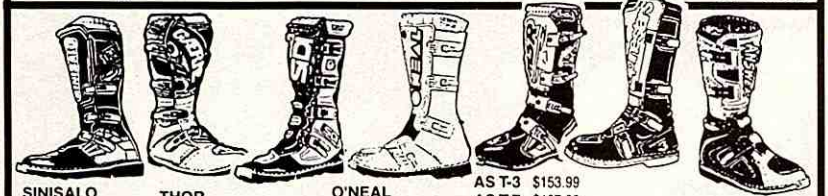
ANSWER
Logik $ 89.99
Edge-3 $ 64.99

Knee / Shinpads $6.99

XTREME
'95 Call!! NEW!

THOR
Reactor '95 $ 89.99
Velocity-5 $139.99

JT
Power $ 89.99
C-5 $129.99



SINISALO
SCX '95 $189.99

BIEFFE
TB-1 $119.99
TB-5 $ 99.99

THOR
LE-1 $149.99
Kids $119.99

GAERNE
SX Evolution $224.99
Evolution Ltd $249.99

O'NEAL
Pro-2 $119.99
IFS $169.99
Pro-2 Kids $109.99

SIDI
T/A Evolution $244.99

AS T-3 $153.99
AS T-7 $187.99
AS T-3 & 7 '95 NEW! Call!!

MSR
Rage $144.99
System 6 $189.99
Rage Kids $124.99

ANSWER
GSX-2 $169.99
Kids $119.99
Edge-2 $134.99

Hi POINT $219.99

FREE orders only CALL!

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Please, minimum order $25.00 –*Thanks!*

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$10.00 OFF ANY Pant, Jersey, & Glove Combination Purchase

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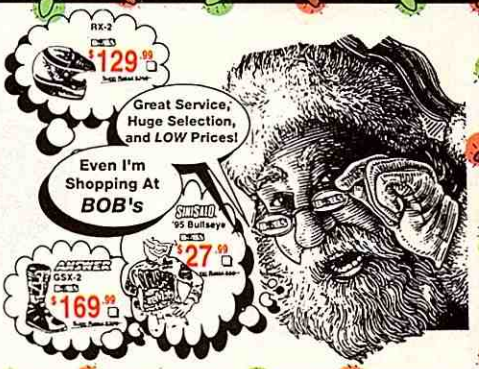

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BIEFFE USA

TB-5

Italian Craftmanship !

New Improved Buckles!

Top Grain Leather!

BOB'S FROM $99.99

Sizes: 7–13

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SALE No. 511

What's the difference between the AMA 125 Supercross Championship winning SplitFire/ProCircuit/Kawasaki KX125

and the bike you can win from MXA just by subscribing?

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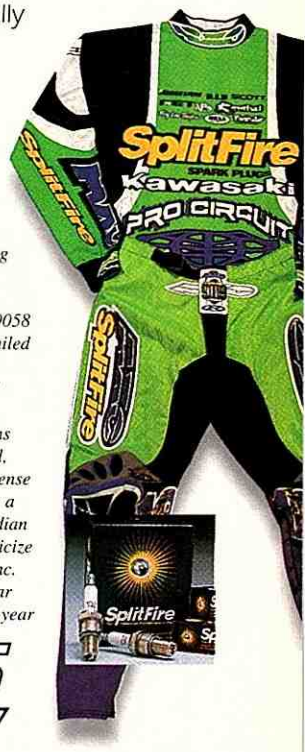
You heard right! Teamed with Pro Circuit, MXA is giving away a real Team SplitFire/Pro Circuit/Kawasaki Works KX125, the very same bike Mikael Pichon rode to capture the AMA 125 East Coast Supercross crown. You could actually win it, own it, ride it! Listen up: subscribe to MXA and get this exceptional example of moto literature full of bike tests, product reviews, race results and more! Order now and have it delivered to your door each and every month for $13.98 for a whole year(12 issues)! If you do it before January 31st, you could win this Supercross title-winning KX125, too!



Subscribe through this offer or extend your present subscription and you will automatically qualify to win: FIRST PRIZE '95 Team SplitFire/Pro Circuit/Kawasaki KX 125; SECOND PRIZE a set of AXO/SplitFire/Pro Circuit riding gear; THIRD PRIZE 3 Team SplitFire/Pro Circuit/Kawasaki T-Shirts and a box of SplitFire Spark Plugs. To enter without subscribing, write the words "MOTOCROSS ACTION/SPLITFIRE Sweepstakes" along with your name, address and zip code on s 3x5 card and mail to MXA/SplitFire sweepstakes, Box 958, Valencia, California 91380-9058 using your own business-size envelope and first class postage. Enter as often as you like, but each entry must be mailed separately. Entries received in the postage-paid envelope without check or money order will be disqualified. No purchase necessary. All entries become the property of Hi-Torque Publications, Inc. None can be acknowledged or returned. The winner will be determined in a random drawing to be held February 14, 1996. Entries must be postmarked no later than January 31, 1996. Sweepstakes limited to continental U.S. residents only. Judges' decisions will be final. The odds of winning sill be determined by the number of entries received. Sweepstakes subject to local, state and federal laws and is void where prohibited. It is the sole responsibility of the winner(s) to pay all taxes, license and registration fees. No substitute prizes will be given, nor will cash equivalents be paid. All winners must execute a statement of eligibility, publicity and liability release. Winners under the age of 18 must have a parent or guardian sign a release form. In accepting a prize, the winner grants Hi-Torque Publications, Inc., the right to publicize and promote his/her photograph and the winning of the award. Employees of Hi-Torque Publications, Inc. and their families are not eligible for the sweepstakes. (Regular one-year subscription $19.98; two-year subscription $36.95). Additional postage and handling: Canada and all foreign add $9.00 for a one-year subscription and $18 for a two-year subscription. Use international money order payable in U.S. funds only – DO NOT SEND CASH! Thanks.

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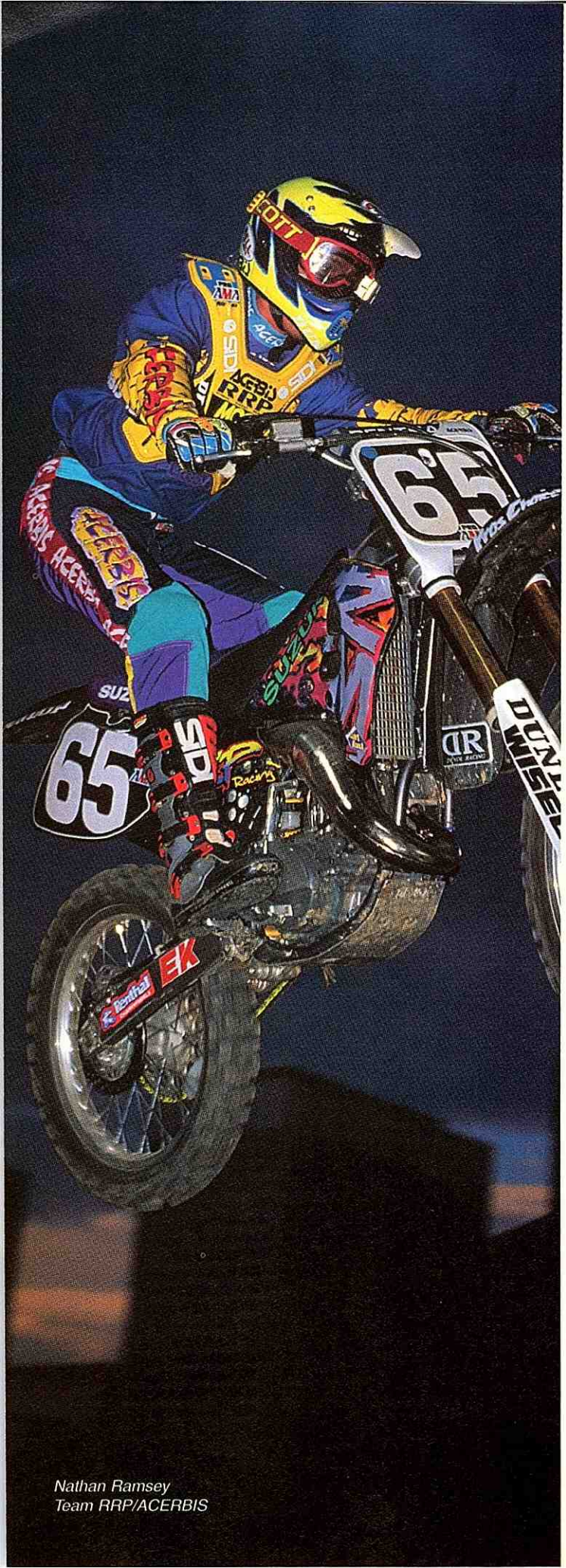
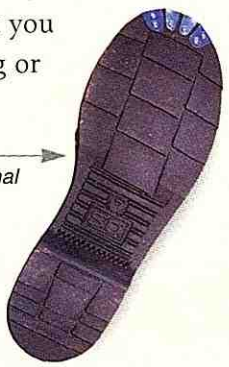


Nathan Ramsey
Team RRP/ACERBIS

SIDI

If your not wearing Sidi boots, then the next time you're out ridin' and your feet are sore, your ankles are getting pinched, and your toes are growing a bumper crop of blisters, just think back to how much money you saved when you bought your boots. that will make you feel better...won't it?

After spending five grand on your bike, six hundred on your suspension, three hundred on your helmet, not counting the time and effort you put into riding or



TA-2 Unidirectional sewn on soles.

Sidi's SR-2 (Sole Replacement System) easily replaceable sole. Combined with plastic base offers unparalleled support for big landings, high speed desert "G-outs".

Double leather panels inside each boot for maximum heat protection. Inner plastic plate protects ankles.

Ted Studley Design

DON'T LET YOUR REPUTATION RIDE ON ANYTHING BUT THE BEST!

racing, doesn't it make sense to spend a little more on your boots to get the best? When you purchase Sidi boots you are choosing the only boots available with a LIFETIME WARRANTY. How can Sidi do this? It's the ingredients...Sidi boots are made from the Finest Materials Available. Sidi uses ONLY premium Top Grain Leather (*full flower top grain does not meet Sidi's standards*), nylon composite "Cam Lock" Buckles, Double Layer Top Grain Leather Heat Panels on the inside of both boots, Molded Flex Panels, and Tough Plastic Shin Plate with a Thick Foam Padded Inner Tongue for maximum protection.

Sidi boots are hand crafted with pride, no machines to damage the leather, no robots that might miss a flaw or blemish that human hands and eyes won't. The reputation of over 50 craftsmen rests on the quality built into every pair!

25 Position, replaceable buckles that are easy to use with gloves on. Long straps work with knee braces and big calf's.

Extra lower buckle protection. Extra toe protection.

Flex panels means no ankle pinching.

Sidi TA-2 Boot color options.

Sidi SR-2 Boot color options.

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CHAPARRAL mail order

BRIDGESTONE

SOFT TERRAIN M39/M40

M39 FRONT

	PRICE
70/100x17	26.77
80/100x21	44.77

M40 REAR

	PRICE
90/100x14	28.77
100/100x18	46.77
110/100x18	49.77
100/90x19	52.77
110/90x19	58.77
120/90x19	60.77

M58

M61 FRONT

	PRICE
80/100-21	44.77

M58 REAR

	PRICE
100/100x18	49.77
110/100x18	51.77
100/90x19	55.77
110/90x19	60.77
120/90x19	63.77

INTERMEDIATE TERRAIN M61/M68

M61 FRONT

	PRICE
80/100-21	44.77

M68 REAR

	PRICE
100/100x18	49.77
110/100x18	51.77
100/90x19	55.77
110/90x19	60.77
120/90x19	63.77

M49/M60

M49 FRONT

	PRICE
80/100x21	44.77

M60 REAR

	PRICE
100/100x18	49.77
110/100x18	51.77
100/90x19	55.77
110/90x19	60.77
120/90x19	63.77

HARD TERRAIN M23/M22

M23 FRONT

	PRICE
2.75x17	24.77
70/100x17	26.77
2.50x19	25.77
3.00x21	44.77
80/100x21	44.77
250X10(M29F)	23.77

M22 REAR

	PRICE
4.10x14	24.77
90/100x14	27.77
3.00x16	25.77
3.50x17	36.77
5.10x17	45.77
4.10x18	43.77
4.00x18	46.77
5.10x18	51.77
100/100x18	48.77
110/100x18	51.77
100/90x19	54.77
110/90x19	60.77

DOT & FIM APPROVED ENDURO

FRONT

	PRICE
3.00/21ed01	36.77
3.00/21ed03	36.77

REAR

	PRICE
4.60/17ed0	45.77
4.10/18ed02	47.77
4.60/18ed02	50.77
100/90x19ed02	51.77
4.10/18ed04	47.77
4.60/18ed04	50.77
120/90x18ed04	50.77
4.60x17ed06	45.77
4.60x18ed06	50.77
120/90x18ed06	50.77
100/90x19ed06	51.77

CHENG SHIN

C761 BERM MASTER

REAR	PRICE
110/80x14 4pr	19.77
130/80x17	30.77
150/80x17 6pr	36.77
120/80x18 6pr	25.77
130/80x18 6pr	29.77
140/80x18 6pr	33.77
150/80x18 6pr	38.77

C762

FRONT	PRICE
80/80x17 4pr	13.77
100/80x21 6pr	19.77

C755

SIZE	PRICE
4.10x14 4pr	19.77
3.00x16 4pr	14.77
4.60x17 4pr	22.77
5.30x17 6pr	33.77
3.50x18 4pr	20.77
4.10x18 4pr	23.77
4.60x18 6pr	29.77
5.30x18 6pr	31.77
3.00x21 4pr	18.77
3.25/3.50 x21 4pr	20.77

C183D

SIZE	PRICE
3.85x14 4pr	20.77
3.60x18 4pr	22.77
4.10x18 4pr	26.77
4.60x18 6pr	32.77
3.00x21 4pr	20.77
3.00x23 4pr	23.77

C703 MUD/SAND

SIZE	PRICE
5.00x17 6pr	33.77
5.00x18 6pr	33.77
5.30x18 6pr	38.77

C-6001 MAXXIS

SIZE	PRICE
4.10x14 4pr	23.77
5.30x17 6pr	41.77
4.10x18 4pr	26.77
4.60x18 6pr	34.77
5.30x18 6pr	40.77
100/9x19 4pr	35.77
110/90x19 4pr	41.77
3.00x21 4pr	24.77
3.00x21 4pr	26.77

C760

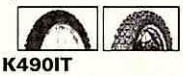
SIZE	PRICE
5.60x17 6pr	37.77
5.60x18 6pr	37.77
3.25x21 4pr	19.77

BRIDGESTONE

ED11, ED8, ED12, & ED17 ENDUROS

ED11 FRONT	PRICE
80/100-21	43.77
ED8 REAR	**PRICE**
100/100x17	50.77
ED12 REAR	**PRICE**
110/100x17	55.77
110/100x18	60.77
120/90x18	50.77
ED16 REAR	**PRICE**
100/100x18	52.77

DUNLOP



K490IT

FRONT	PRICE
2.50-14	17.77
70/100-17	23.77
70/100-19	25.77
80/100-21	45.77
120/80x18	35.77
130/80x18	37.77
140/80x18	41.77
REAR	**PRICE**
3.00-12	17.77
4.10-14	24.77
90/100-16	25.77

DUNLOP

D707HT

FRONT	PRICE
80/100-21	44.77
REAR	**PRICE**
100/100-18	46.77
110/100-18	47.77
100/90-19	46.77
110/90-19	53.77
120/90-19	57.77

D752ST

FRONT	PRICE
70/100-17	28.77
80/100-21	45.77
250x10	17.77
REAR	**PRICE**
90/100-14	24.77
100/100-18	48.77
110/100-18	52.77
120/100-18	55.77
100/90-19	51.77
110/90-19	55.77
120/90-19	59.77

K990ST

FRONT	PRICE
70/100-17	21.77
70/100-19	22.77
80/100-21	46.77
REAR	**PRICE**
90/100-14	24.77
90/100-16	25.77
100/100-18	34.77
110/100-18	36.77
120/100-18	39.77
100/90-19	47.77
110/90-19	54.77

KENDA

K760 TRAKMASTER 2

SIZE	PRICE
90/100x14	23.99
100/100x18	35.99
110/100x18	38.99
120/100x18	43.99
100/90x19	39.99
110/90x19	40.99
80/100x21	31.99

K-257D MX KNOBBY

SIZE	PRICE
3.60x14 4pr	18.99
4.10x14 4pr	22.99
3.00x16 4pr	19.99
4.10x17 4pr	27.99
4.60x17 6pr	29.99
5.10x17 6pr	34.99
4.10x18 4pr	23.99
4.50x18 6pr	33.99
5.10x18 6pr	35.99
5.30x18 6pr	42.99
100/90x19 6pr	37.99
110/90x19 6pr	43.99
3.00x21 4pr	18.99

K139 ENDURO

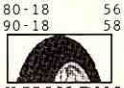
FRONT	PRICE
3.00-21	45.77

K695IT

REAR	PRICE
80/100-12	17.77
90/100-14	25.77
100/100-18	48.77
110/100-18	50.77
120/100-18	54.77
100/90-19	51.77
110/90-19g	55.77
120/90-19	59.77

D903 ENDURO

FRONT	PRICE
3.00p-21	53.77
REAR	**PRICE**
4.60-17	62.77
140/80-17	56.77
120/80-18	56.77
120/90-18	58.77



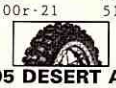
TRAILMAX DUAL SPORT

FRONT	PRICE
90/90-21	70.77
REAR	**PRICE**
130/80-17	87.77
140/80-17	85.77
120/90-18	82.77

KENDA

ENDURO D905

FRONT	PRICE
80/100r-21	51.77



K695 DESERT A/T

REAR	PRICE
100/100m-18	51.77
110/100m-18	53.77
120/100m-18	58.77

MICHELIN

MP11

FRONT	PRICE
90/90-21	52.77
REAR	**PRICE**
120/90-18	60.77
140/80-18	67.77
130/80-18	62.77
120/80-19	60.77
130/70-19	61.77

MS11 SOFT TERRAIN

FRONT	PRICE
90/90-21	52.77
REAR	**PRICE**
120/90-18	60.77
130/80-18	62.77
120/80-19	60.77
130/70-19	61.77

DESERT

FRONT	PRICE
90/90-21 54r	61.77
REAR	**PRICE**
140/90-17 72r	91.77
140/90-18 73r	92.77

AP10 HARD TERRAIN

FRONT	PRICE
90/90-21	52.77
REAR	**PRICE**
120/90-18	60.77
140/80-18	67.77
120/80-19	77.77

IRC

GP110

FRONT	PRICE
300sx21	33.77
REAR	**PRICE**
460sx17	43.77
510sx17	47.77
410sx18	44.77
460sx18	45.77
120/80sx18	49.77
130/80sx18	55.77
510sx18	53.77

GP-21/22

GP-21 FRONT	PRICE
300x21	36.77
GP-22 REAR	**PRICE**
460x18	54.77

INTERMEDIATE TERRAIN

SIZE FRONT	PRICE
70/100x17 m8e	32.77
80/80x17 m2e	24.77
80/100x21 m8e	48.77
90/90x21 m2e	32.77
100/80x21 m2e	33.77
REAR SIZE	**PRICE**
250x10 mx	19.77
300x12 moar	17.77
300x14 mtc	19.77
360x14 45z	22.77
90/100x14 m8c	37.77
100/100x18 m8c	56.77
110/100x18 m8	61.77

HARD TERRAIN

REAR	PRICE
110/80x14 m5a	39.77
120/80x18 m5a	52.77
130/80x18 m5a	60.77

VE40

SIZE	PRICE
100/100x18	52.77
110/100x18	59.77
100/90x19	52.77
110/90x19	62.77

IRC

GP1

SIZE	PRICE
350x17	36.77
510x17	52.77
460x17	45.77
300x18	28.77
400x18	37.77
460x18	47.77
510x18	53.77
300x21	31.77

BR-92

SIZE	PRICE
460x18	56.77
300x21	37.77

M5B SOFT MUDDY

SIZE	PRICE
110/80x14	33.77
110/80x18	49.77
120/80x18	43.77
130/80x18	49.77
140/80x18	54.77
100/90x19	50.77
110/90x19	55.77

BR-90

SIZE	PRICE
300x21	36.77
400x18	53.77
450x18	59.77

ENDURO VE32/ VE33/VE35/VE37/ VE39

SIZE	PRICE
4.60x17 ve33	38.77
5.10x17 ve33	45.77
100/100x17 ve33	36.77
110/100x17 ve33	39.77
110/100x18 ve33	39.77
110/100x18 ve37	60.77
110/90x19 ve33	61.77
5.10x18 ve33	56.77
100/90x19 ve33	50.77
3.00x21 ve32	28.77
3.00x21 ve35	35.77
80/100x21 ve35	40.77
80/100x21 ve39	38.77
4.10x18 ve32	42.77

METZELER

SAHARA 3 ENDURO

FRONT	PRICE
90/90t21tl	84.77
REAR	**PRICE**
130/80t17tl	97.77
4.00s x 18tt	95.77
120/80s18tt	97.77

ENDURO

FRONT	PRICE
3.00x21	61.77
REAR	**PRICE**
5.10x17	71.77
4.00x18	70.77

MCE

FRONT	PRICE
90/90-21	51.77
REAR	**PRICE**
140/80x17	62.77
120/90x18	59.77
140/80x18	64.77
120/80x19	60.77

UNI CROSS

FRONT	PRICE
90/90x21	49.77
90/90x21 5-ply	58.77
3.25x21 (mx)	54.77
REAR	**PRICE**
120/90x17	60.77
130/90x17	63.77
110/90x18	57.77
120/90x18	53.77
120/90x18 5-ply	64.77
130/90x18	63.77
130/90x18 5-ply	76.77
4.10x14(multix)	37.77

ALL CROSS

FRONT	PRICE
62-0348	57.77
REAR	**PRICE**
110/90-18	54.77
120/90-18	57.77
120/80-19	59.77
130/80-19	62.77

SOFT CROSS

FRONT	PRICE
90/90x21	59.77
REAR	**PRICE**
110/90-18	56.77
120/90-18	59.77
100/90-19	58.77
120/80-19	61.77
130/80-19	64.77

MC4 MOTOCROSS

FRONT	PRICE
90/90x21	56.77
REAR	**PRICE**
110/90x18	59.77
120/90x18	62.77
120/80x19	65.77
130/80x19	69.77

ENDURO 4

FRONT	PRICE
90/90-21	80.77
REAR	**PRICE**
120/90-17	85.77
130/80r17radial	95.77
140/80r17radial	99.77
150/70-17radial	105.77
120/80-18	90.77
110/80-19	82.77

PIRELLI

MT44 LAGUNACROSS

FRONT	PRICE
90/90x21	49.77
REAR	
110/90x18	54.77
120/90x18	56.77
120/80x19	56.77
130/80x19	59.77

MT32A/MT32 SANDCROSS

MT32A FRONT	PRICE
90/90x21	48.77
MT32 REAR	**PRICE**
110/90x18(400x18)	48.77
110/100x18(425x18)	51.77
120/90x18	53.77
120/100x18(500x18)	54.77
120/80x19(425x19)	56.77
130/80x19(500x19)	59.77

MT21 RALLYCROSS

FRONT	PRICE
90/90x21	40.77
REAR	**PRICE**
120/90x17	46.77
130/90x17	50.77
110/80x18	45.77
120/90x18	48.77
130/90x18	52.77
120/80x19	50.77

MT46 HARDCROSS

FRONT	PRICE
80/100x21	49.77
REAR	**PRICE**
110/90x18	54.77
120/90x18	56.77
120/80x19	56.77
130/80x19	59.77

MT16 GARACROSS

FRONT	PRICE
3.00x21	43.77
REAR	**PRICE**
4.00x17	45.77
4.00x18	46.77
4.50x18	49.77

MT73 GARA TRIAL

FRONT	PRICE
2.75x21	60.77
REAR	**PRICE**
4.00r18	94.77

MT50

FRONT	PRICE
100/90x19	60.77
90/90x21	63.77
REAR	**PRICE**
130/80x17	73.77

MT60 RADIAL

FRONT	PRICE
100/90x19	70.77
90/90x21	66.77
REAR	**PRICE**
120/90x17	70.77
130/80x17	80.77
140/80x17	86.77
110/80x18	73.77
120/80x18	75.77

MT70

FRONT	PRICE
90/90x21	52.77
REAR	**PRICE**
130/80x17	68.77
110/80x18	64.77
120/80x18	67.77
130/80x18	70.77

1195MX

ACERBIS HT55 ALUMINUM HANDLEBARS

Made for Honda CR Low, CR High and Standard.

$58.99

ACERBIS HT03 ALUMINUM HANDLEBARS

Made for Honda Low, High, Husqvarna, Kawasaki, KTM, Suzuki and Yamaha.

$44.99

O'NEAL PRO-LOCK 7075-T6 ALUMINUM HANDLEBARS

$49.99

ANSWER PRO TAPER HANDLEBAR SYSTEM

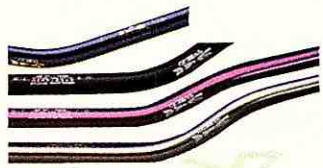
$89.99

AFAM ALUMINUM HANDLEBARS

$59.99

O'NEAL CARBON STEEL HANDLEBARS

$16.99



ANSWER 2000 SERIES ALUMINUM HANDLEBARS

$44.99

O'NEAL IFS HANDLEBARS

$84.99

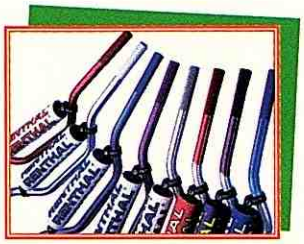
MSR HAND PROTECTORS

Red, Blue, Purple, Black

$18.99

ANSWER ALUMILITE HANDLEBARS

$62.99



RENTHAL HANDLEBARS

$52.77

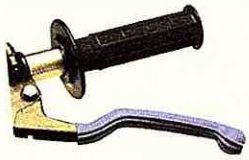
RIDER REPLICA SERIES

$59.77

ACERBIS REAR VIEW MIRROR

Red,White,Blue, Black

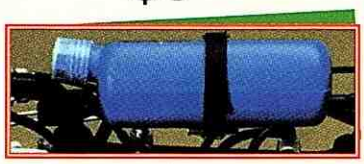
$14.99



LEVERSKINS™ BY ROKO SPORTS

Sold by "pair". Black, Red, Blue, Fl. Pink, Purple

$5.99



MAIER ENDURO JUG

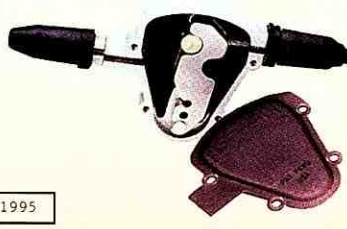
blue, fluorescent pink, red, white & yellow

1 quart	$14.77
2 quart	$19.77
dual	$21.99

ANSWER ACCU-TRAX

Honda CR/XR 125-600 (85-95)
Kawasaki KX 125-500 (85-94)
Suzuki RM/RMX 125/250 (86-94)
Yamaha YZ/IT/WR 125-500 (86-94)

$26.99



EASY CLUTCH

$32.77

POLISPORT TRIMLINE HANDGUARDS

White, Yellow, Red, Green, Blue

$39.99

SPARKPLUG CADDY

$6.99

BARK BUSTERS

$36.99

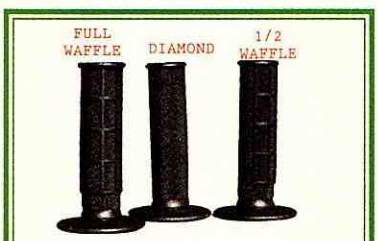
ACERBIS MOTOCROSS HANDGUARDS

$22.99

ACERBIS RALLY BRUSH GUARDS

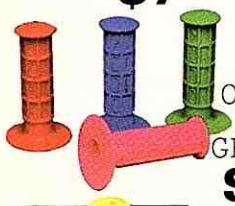
Red, White, Blue, Green, Black, Purple, Yellow

$56.99



RENTHAL GRIPS

$7.77



OURY MX GRIPS

$4.77

SCOTT HURRICANE GRIPS

$5.77

SCOTT MX2 GRIPS

$5.77

toll 800-841-2960 free

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REQUEST A CATALOG 800•841•5606

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Shoei FX-2 Ballistic
multi
$199.77

Bell Moto 6
mcgrath. larocco. kiedrowski
$259.77
white
$209.77
Bell Mini Moto
plain $79.77
team $99.77

Troy Lee Stickers
Custom Helmet Numbers $5.99
Wet Flames Helmet Kit $23.99
Feathers Helmet Kit $14.99

Troy Lee Visors
Sting Ray most $17.99
Sting Ray Chrome $19.99
Aero 2 most $10.99
Intrepid most $14.99

AGV RX
$189.99

AGV EXE Blitz
$79.99

Troy Lee Helmet Bag
$17.99

Bieffe 300 MX
$59.99

Vector O/F MX
$54.99

KBC TK300X
multi
$149.99

Ocelot Helmet Bags
Deluxe $15.99
Drawstring $9.99

Bieffe MX Sport
$79.99

Vector Ram Air II Trac Series
$74.99

MSR Helmet Sack
$16.49

Ocelot Goggle Bags
Deluxe $11.99
Drawstring $3.99

Bieffe MX Tech
multi
$129.99

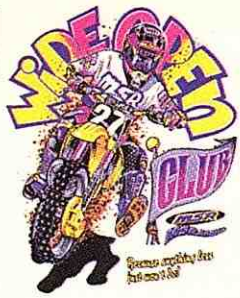
Answer M7
$171.99

Monarch Captor MX
magnum/tornado
$99.99
Monarch Captor Youth
$89.99

Scott Goggles
83 $14.99
89s $14.99
89 $17.99
87 OTG $20.99
Super V $26.99
Hologram Nails $36.99

Roko Quick Strap
$12.99

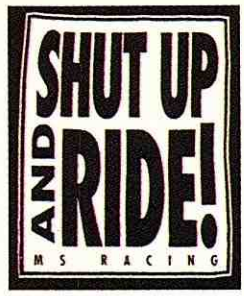
1195MX



Wide Open Club Tshirt

Bad Manners Tshirt

I'm Gone Tshirt



Shut Up and Ride! Tshirt

MSR Ts

m-xl $13.99, xxl $14.99

Star

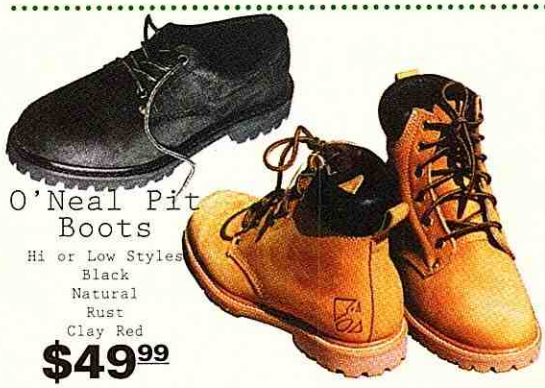
Oval

Checker Flag • Till You Die

Legendary•Wide Open Club•Internat'l

MSR Hats

$17.99



O'Neal Pit Boots

Hi or Low Styles
Black
Natural
Rust
Clay Red

$49.99

Gaerne Hunter Boots

Black
Natural Brown

$109.99

FMF Hats

1. Finish Line
2. Interstate
3. Seal of Approval
4. Steel Plate
5. Flame red
6. Oval red/yellow or red/red
7. Wool
8. Flame blue or black (not shown)

$18.99 $14.99

Xtreme Hats

1. X-Ray Purple/Black
2. Party X Tan
3. X-Ray Green/Black
4. Fat X Granite
5. Fat X Navy
6. Factory Black/Suede
7. Party X Natural

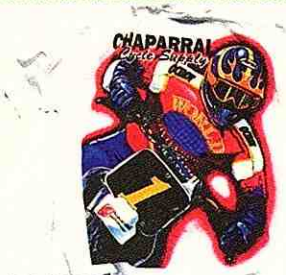
$17.95

Pro Circuit T

Works Pipe
m-xxl $15.99

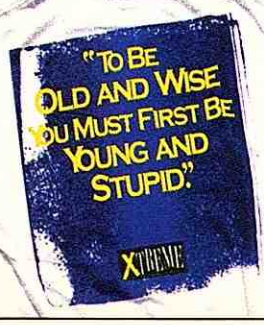
Xtreme Track Logo T

m-xl $18.95
xxl $19.95



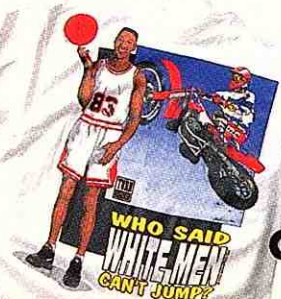
Chaparral MX T

m-xl $11.99
xxl $12.99



Xtreme Old & Wise T

m-xl $16.95
xxl $17.95



Turn One White Men Can't Jump T

m-xl $12.99
xxl $14.99

toll 800-841-2960 free

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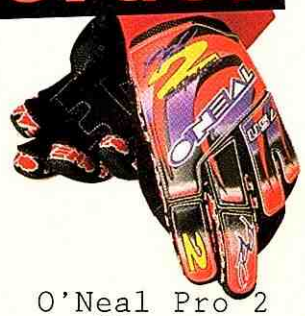
1057C

AD 1195MX VALID OCT. 1 - NOV. 15. 1995

CHAPARRAL mail order



O'Neal Pro 2 Gloves

red/black, cyan/black, purple/black, or orange/purple

$18.99

Sinisalo Air Glove

blue/black, neon red/yellow, violet/yellow, or red/black

$36.99

Ocelot Series 1 Boot

black or blue

$99.99

O'Neal '95 World Force Gloves

jade/black, gold/black, red/black, purple/black, or blue/black

$27.99

Sinisalo Shorthand Glove

orange/black, royal/white, blue/black, or neon red/royal

$29.99

O'Neal Pro 2 Series Belts

blue/white,black/white, red/white, cyan/white, or purple/white

$20.99

Sinisalo Tech Glove

blue/yellow or ice/orange

$21.99

MSR Kevco Stubbs Support Belt

black/blue, black, or black/purple

7" $32.99

9" $35.99

PACKAGE DEALS!

HELMETS ARE NOT INCLUDED IN PACKAGE DEALS. PLEASE ORDER SEPARATELY.

OCELOT Package

Ocelot Stage 3 Jersey
red/orange/purple or blue/navy/white

Ocelot Stage 3 Pants
red/black/white, blue/black/white, or white/purple/orange

Ocelot Series 1 Boot
black or blue

Ocelot Stage 3 Gloves
red or blue

$149.99

O'NEAL Package

O'Neal Pro 2 Jersey
white/purple, white/cyan, white/grey, or white/red

O'Neal Pro 2 Pants
purple/black, cyan/black, royal/purple, or red/black

O'Neal Pro 2 Gloves
purple/black, cyan/black, orange/purple, or red/black

Ocelot Series 1 Boot
black or blue

$189.99

Xtreme Xcross-Grip™ Glove

blue

$36.95

AD 1195MX VALID OCT. 1 - NOV. 15 1995

1067C

1195MXA

Acerbis Full Flex Chest Protector

blue, black, white, or red

$94.99

Acerbis Zoom Plus Chest Protector

white, aqua/white, or purple/black

$130.99

Acerbis Proton Chest Protector

clear, white, black, purple, red, yellow, aqua, or charcoal

$89.99

O'Neal Impact Boot

black/grey, blue/black, black/purple, or black/red

$139.99

O'Neal IFS Boot

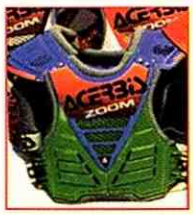
blue, natural, purple, black/purple, or black/grey

$199.99

Acerbis Zoom Chest Protector

blue/green, blue/white, black/white, red/white, fluor. red/white, white/white, purple/white, red/purple/black, or forest green/black

$121.99



PACKAGE DEAL!

SINISALO®

Package

Sinisalo Sport Jersey
ice/blue, purple, yellow, or red

Sinisalo Tech Pants
blue, red/khaki, or teal/violet

Sinisalo Tech Gloves
blue/yellow or ice/orange

Ocelot Series I Boot
blue or black

$199.99

HELMETS ARE NOT INCLUDED IN PACKAGE DEALS. PLEASE ORDER SEPARATELY.

Alpinestars 96 Tech 3

black/black/white, black/purple/yellow, black/red/white, white/purple/yellow, white/red/black, white/blue/white, or black/orange/blue

$199.77

new for 96

Alpinestars 96 Tech 7

white/purple/yellow, white/red/black, red/black/yellow, black/orange/blue, black/blue/red, black/purple/yellow, black/black/white, or black/red/white

$269.99

Ocelot Socks

blue, red, day-glo green, day-glo pink, day-glo yellow, yellow, or black

$5.99

MSR Socks

blue, red, purple, or black

$8.99

MSR Wick Dry Socks

grey/blue or grey/black

$12.99

O'Neal Pro Sox

purple/black, red/black, or blue/black

$9.99

Gaerne RSX Boot

red, white/purple, blue, or black

$149.99

Gaerne SX LTD Evolution Boot

marble brown or carbon black

$229.77

new for 96

Sidi 96 SR-2 Boot

grey/purple, black/red, brown/grey

$269.99

Sidi 96 TA-2 Boot

blue/black, red/black, black/grey, grey/purple

$260.99

toll 800-841-2960 free

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MSR HAND PROTECTORS

Red, Blue, Purple, Black

$18.99

MSR LITE-NING PAK

Black/Purple, Grey/Purple, Navy

$40.99

MSR BAGS

MSR Mini Bag	$35.99
MSR Medium Bag	$62.99
MSR Super Bag	$76.99
MSR Helmet Bag	$20.99

ANSWER TOOL PACK

(tools not included)

$31.99

OCELOT YOUTH CHEST DEFLECTOR

Red

$29.77

OCELOT OR1000 ENDURO TOOL PAK

(tools not included)

Red/Black, Blue/Black

$29.99

OCELOT

OCELOT GEAR BAG

23"x18"x16"

$26.97

OCELOT ENDURO TOOL PAK

(tools not included)

Red, Blue

$24.99

SINISALO

SINISALO PURE MOTO GEARBAG

Black 23"x18"x16"

$34.77

O'NEAL I.F.S FOAM BELT

Black, Aqua, Purple, Blue, Black/Gold

$35.99

O'NEAL KS1000

(tools not included)

Black/Purple, Red/Grey, Blue/Grey, Black/Grey

$31.99

O'NEAL GEAR BAGS

Trak Pak Pro 24"x20"x22"	$79.77
Trak Pak 11000 19"x17"x34"	$49.77
Trak Pak 6300 14"x16"x28"	$39.77
Trak Pak 4400 13"x13"x24"	$29.77

O'NEAL

PIPES/ SILENCERS

ACERBIS

035 Spark Arrestor	$134.99
C.35 Carbon Cross Silencer	$112.99

ANSWER

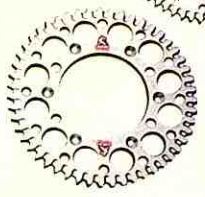
RS-2	Most $62.99
Legalizer Spark Arrestor	$44.99 - $53.99
SA Pro-2 Spark Arrestor	Most $89.99

FMF

Goldseries Pipes	$153.77
Power Core Silencers	$68.77
ISDE Silencers	$76.99

PRO CIRCUIT

Factory Sound Silencers	$65.77
Pipes(Shown)	$149.77
Platinum Pipes	$155.77



RENTHAL SPROCKET SPECIAL

Renthal Front Sprocket

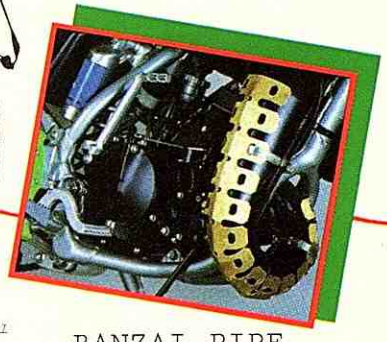
Renthal Rear Sprocket

RK 520 Chain*

Length to 120 Links

$74.77

*RK O Ring Chain Add $20



BANZAI PIPE GUARD

Black, Gold

$35.99

1195MX

ACERBIS FRAME PROTECTOR KITS

$28.99 -32.99

ACERBIS REAR VIEW MIRROR

Red. White. Blue. Black

$14.99

ACERBIS RALLY BRUSH GUARDS

Red. White. Blue. Black. Purple

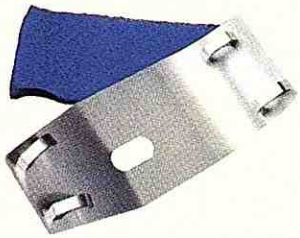
$56.99

ACERBIS DUAL SPORT TAILLIGHT

$31.99

BARK BUSTERS

$38.99



GLIDE PLATES

$53.99

OCELOT BIKE STAND

$39.97

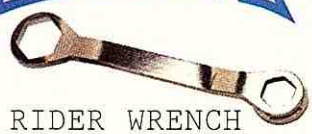
NGK SPARKPLUGS

Standard	$.99
Standard Resistor	$1.25
'G' Series	$2.20
'G' Resistor	$2.60
'V' Series	$3.15
'V' Resistor	$3.75
'GV' Series	$3.55

SPLITFIRE

Sparkplugs	$5.25

MSR



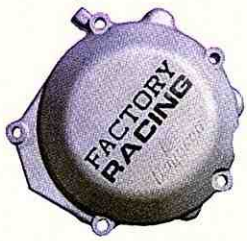
RIDER WRENCH

All CRs. YZs. WRs & KTMs (22mm & 17mm)

All RMs. RMXs. & HUSKYs (24mm & 19mm)

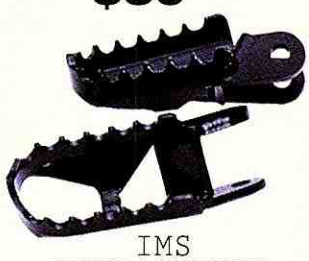
Call for other specific applications

$16.99



BOYESEN FACTORY COVERS

$52.99

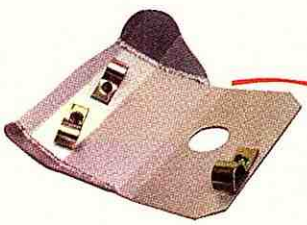


IMS REPLACEMENT WIDE FOOTPEGS

$49.99

ATK BIKE SHOE

$79.99



SKID PLATES

For popular XRs. CRs. KXs. & RMs

$53.99

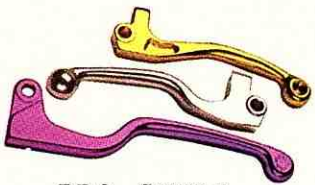
Boyesen Reeds

BOYESEN SUPER FLOAT BOWL

$58.99

T-HANDLE WRENCH SET

$49.77



PRO STYLE LEVERS

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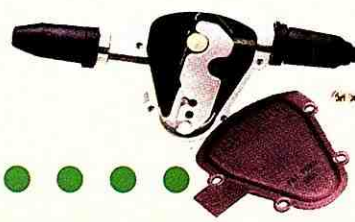

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CAN THE 1996 YAMAHA YZ 125 REALLY WIN?

Blowing out the cobwebs

❑ Yamaha wants to be your motocross company! Of that there is no doubt. Of all the major manufacturers, Yamaha is on a roll. YZingers are selling faster than they can make them, YZ80s dominate the mini scene, Yamaha has become the king of quad ATVs and the YZ250 is the bike of choice for the new generation . . . only the lonely Yamaha YZ125 is looking for a friend.

The *MXA* test crew set out to discover whether the Yamaha engineers have blown out the cobwebs on the YZ125 or doomed it to life as an outsider. These are the ten most common questions about the '96 Yamaha YZ125.

QUESTION ONE: WHAT'S NEW ON THE '96 YZ125 MOTOR?

Over the last few years, Yamaha has been scrambling to get your attention. A lot of the hubbub centered on the YZ125. Just three years ago the YZ125 motor was a long-stroker. It had a 50mm bore and 56mm stroke. Two years ago Yamaha dropped the stroker for a more contemporary, square-configuration motor (54mm x 54.5mm). Last year, the YZ engineers changed the shape of the exhaust port, moved the Power Valve 1mm closer to the piston, added a 36mm Mikuni TMX and straightened out the intake tract. The work wasn't done! For '96, the new YZ125 motor features decreased crankcase volume (30cc), reduced compression (9.2:1 to 8.5:1), rebalanced cranks, a 2.5mm wider Power Valve, even straighter intake tract and carbon fiber reeds.

Why the flurry of activity? It's simple. In '95 the YZ125's big brother, the YZ250, was the hit bike of the season. It sold out in record time and captured all the laurels in shootouts. The YZ125 has not been as well-received. Yamaha wants to change that. After all, it shares virtually every component that made the YZ250 a success (except the motor).

So Yamaha decided to put more development into the '96 YZ125 motor!

QUESTION TWO: IS IT THE FASTEST 125 MADE?

Yamaha wants to have the fastest 125 on the track, but, unfortunately, unless Yamaha still believes in Santa Claus, that is an honor that has belonged to only one brand for the last ten years.

No, Virginia, the '96 YZ125 is not as fast as a CR125. No other bike is, either.

No, Virginia, it doesn't have the crisp, midrange punch of the Suzuki RM125.

No, Virginia, it doesn't rev to the moon.

No, Virginia, there is no Santa Claus, and the YZ125 isn't the fastest motor in the 125 class.

QUESTION THREE: HOW GOOD IS THE '96 YZ125 MOTOR?

Yamaha has done something very strange with the YZ125 by not going for a brutal, midrange bark, ear-piercing, high-rpm shriek or hang-on-and-pray powerband. Yamaha instead produced the most usable, easy-to-ride, hooked-up 125 motor on the track. It is, as claimed, a miniature version of the '95 YZ250 motor. It works off the bottom. It pulls in the middle. It has decent overrun on top. This is not your father's Buick! The typical 125 motor is one-dimensional—its strength is limited to one range of power at a time: bottom, middle or top.

Not so with the '96 YZ125. It has a multi-dimensional powerband. It can be torqued around an off-camber corner, snapped on out of a loamy berm and screamed down a long straight.

QUESTION FOUR: IS IT FASTER THAN THE '95 YZ125?

You bet! However, it shares a lot of traits with last year's motor. The most obvious communal characteristic is the bike's ability to pull the next tallest gear—even though your brain says it will bog, the little YZ motor pulls on through. The overall powerband, while similar to last year's motor, is pumped up across the board and widened at the extremes.

Of all the 125 motors, the YZ125 is the easiest to ride, simplest to finagle through tricky track sections, most responsive to power-on-demand situations and, overall, the best motor for the largest number of riders. It is a better 125 for Novices than for Pros (who favor mid-and-up powerbands). For a Novice, the motor rates an "excellent," for Intermediates a "very good" and for Pros only a "good."

QUESTION FIVE: WHAT ABOUT THE SHIFTING?

Yamaha's infamous second-to-third upshift is the stuff that nightmares are made of; however, the company is doing its best to make misery a thing of the past. While Yamaha did not totally redesign the YZ125 gearbox, it did beef up the shift forks to ensure more accurate engagement. The result is an improvement in shift performance. Don't get us wrong—the YZ125 gearbox is not the best tranny on the track. For the first time in years, though, the mechanical changes have actually produced results. The tranny gets a "good" rating (which is way up from the "poor" of two years ago).

QUESTION SIX: WHAT ABOUT THE KAYABA FORKS?

Kayaba has the '96 contract to build forks for Honda, Kawasaki and Yamaha. In the past, each manufacturer had its own personal witches brew of fork design and valving philosophy. The result of all of this corporate individuality was that Honda's Kayaba forks never worked as well as Kawasaki's Kayaba forks. For '96, Kayaba convinced every client to go with the same basic fork—so basic that the KX250 and CR250 forks are identical twins. Not so with Yamaha. The 46mm (up from 43mm) Kayaba fork on the YZ125 shares the fork tube size and essential hydraulics of its green and red brothers, but has a few wrinkles of its own—including a larger base valve.

So how do they work? For an average-sized 125 rider (150 pounds), these are great forks. There is no need for

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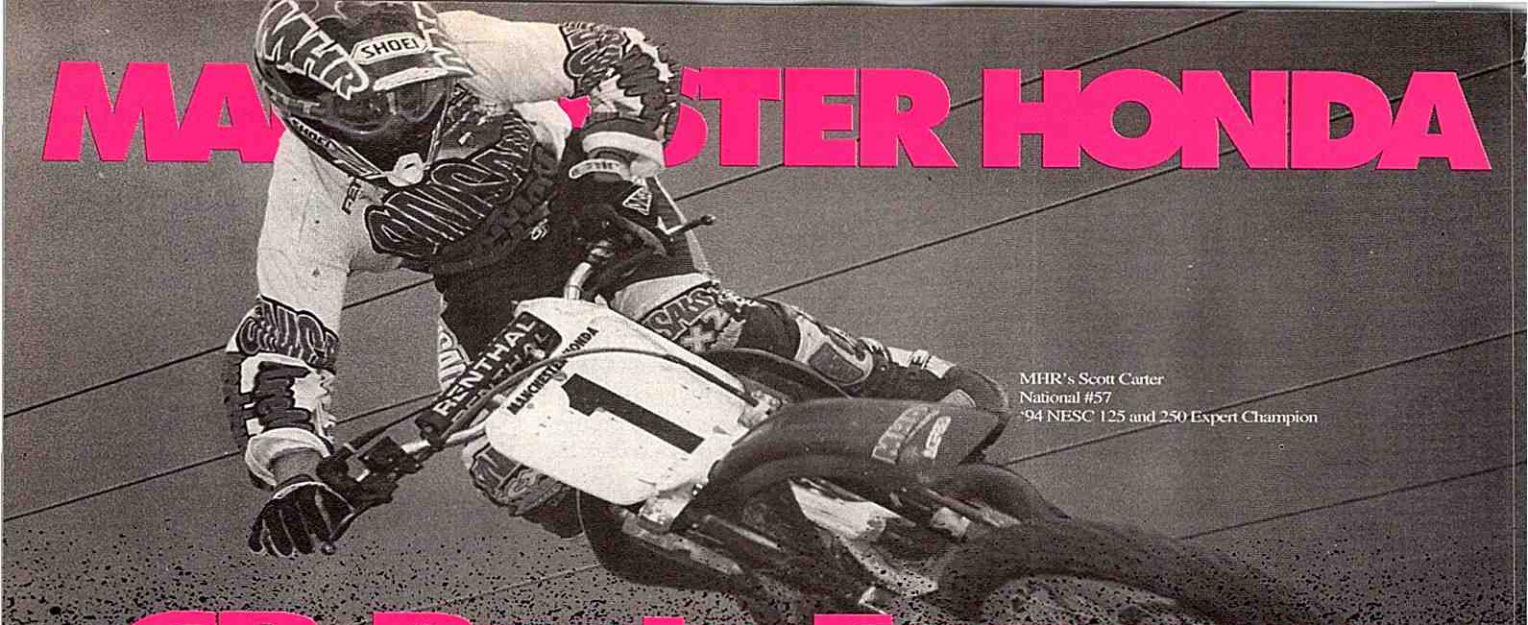

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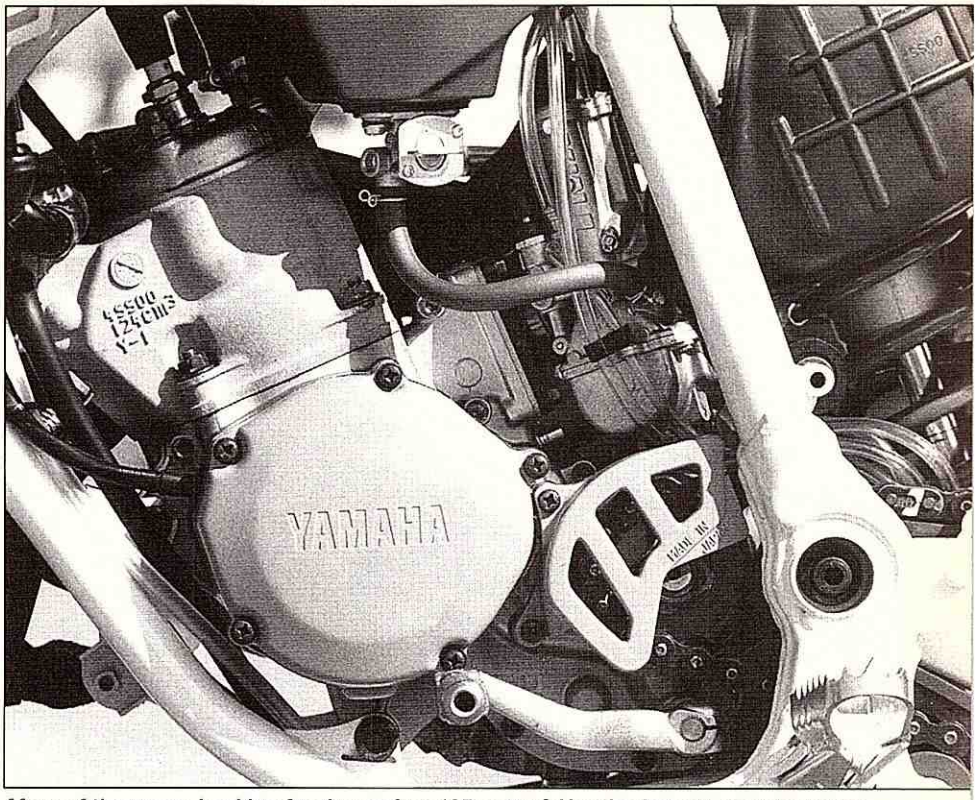
YZ125 riders to go searching for stiffer fork springs or the phone numbers of aftermarket gurus. They work, and they work well. Heavier riders or supercross tracks might call for the next stiffest fork spring—but in stock trim, for the average 125 rider, the 46mm Kayaba forks are excellent.

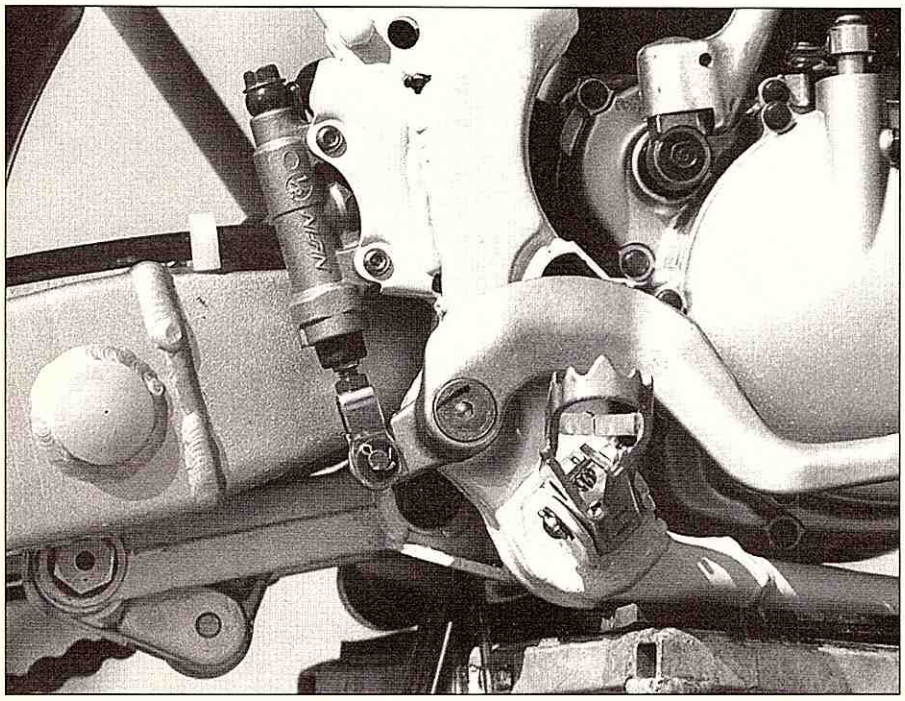
QUESTION SEVEN:
WHAT ABOUT THE SHOCK?

To Yamaha engineers, the *MXA* test riders are a bunch of whiners. For years, we have been demanding that they change the rising rate of the rear shock linkage to get the rear end to stay up. Finally, in '96, they comply with our wishes, and the first thing we complain about is that the rear end feels "down in the back." We started to experiment with backyard fixes: we changed shock springs, which makes a big difference for riders over 180 pounds, but hammers the little guys into dog meat; we cranked on the adjusters; we tried different shocks. None of it worked, so in the end we returned to the stock 4.6 kg/mm spring and started to play with ride height, compression settings and rebound clicks. All of our work paid dividends. We came up with raceable settings that are only slightly stiffer than the recom-



More of the same: Looking for the perfect 125 motor? Not the fastest, most brutal or highest-revving, just the perfect blend of torque, spread and ponies to massage a motocross track. This is it. It picks up on the bottom, churns through the middle and lasts just long enough on top to make the next shift a sure thing.

Beefed up: It's flatter, sleeker, narrower and trimmer. It's also bluer. We mourn the loss of the handhold in the rear number plate, but applaud the new KX-style airbox, 46mm Kayaba forks, Pro-Link-style shock linkage and buffed-out powerband.



You asked for it: Yamaha's engineers almost doubled the size of the YZ125 swingarm. The shock linkage pivots through the centerline of the swingarm. A new rising rate linkage helps keep the rear end up. Even the brake pedal has been put on a body-building program.

Handles: Yamaha's '96 handling package is still middle-of-the-road. It's stable at speed, predictable in off-cambers, steady in the rough and capable of turning tight turns. Stable, predictable, steady and capable are traits you look for in a workhorse, not a thoroughbred.

mended stock numbers.

With the 4.6 spring, we opted for 93mm of race sag: the compression ten out and the rebound ten out. What's strange about this setup is that it is very similar to the one we ran on last year's bike (which didn't have the stiffer rising rate). Across the board, we would rate the shock as "good."

QUESTION EIGHT
HOW DOES IT HANDLE?

Unlike a 250 or 500, the most important aspect of a 125 is how well it turns. Not that stability, balance, tractability and air manners aren't crucial—it's just that whipping it is what defines a race 125. So what do we think about the '96 YZ125? It is very stable. It is well balanced. It tracks straight and stays hooked up. It is pleasant in the air. You might think that we are dancing around the most important issue; we

aren't. The '96 Yamaha YZ125 does turn better than the '95 model. As well it should: it's shorter, higher and steeper. However, it is a chassis that is very sensitive to suspension setup and rider input. Initially, the test riders complained of a "push" in the front end. The front tire would turn, then release and finally tuck. This is an odd reaction for a bike with the '96 YZ125's geometry changes. Eventually, we traced the problem to the rear suspension setup. Once we jacked the race sag up to 93mm, the front end began to track. The '96 chassis is very sensitive to fork height and race sag settings. We ran the fork legs with 5mm sticking out above the upper triple clamps. When we went to 7mm, the front end would tuck and roll, while less than five increased the push.

Once we got the bike to corner, the inevitable question was, "Does it turn as well as an RM125?" The answer? No! Overall, however, the '96 YZ chassis is a much better handling package than the atrocious CR125, more stable than the RM125 and more agile than the pedestrian KX125.

QUESTION NINE: WHAT DID WE LIKE & DISLIKE ABOUT THE YZ125?

The "what we like" list: We like the blue and white color scheme. The blue is on the dark side, but Yamaha has done a nice job of cleaning up the looks of the '96 bike. We vastly prefer tasteful graphics over gaudy cartoon volcanoes, but you don't get everything you want in a single decade.

The new Kawasaki-clone airbox is big, roomy and easy to work with.

The seating position is flat, smooth and very sympathetic to back-and-forth movement.

Yamaha developed a new gas cap that rattles when you shake it. The rattle is the internal, one-way gas valve. Very nice.

Thanks to an Akebono front master cylinder, the YZ125 has better brakes than last year.

Double pinch bolts on the front axle slow down wheel removal, but increase rigidity.

The "what we hate" list: Yamaha still hasn't figured out a usable handlebar bend. Whoever is responsible for the weird backwards bend at the end of the YZ bars should be poked with a ripped Oury grip.

How are you supposed to put this thing on a bike stand? Yamaha dropped the handhold in the side panels because the designers thought the handholds would ruin the "lines" of the side panels. The most obvious line is the crease the rear fender makes in your fingers when you pick up the bike. Boo.

Three-digit numbers never seem to go on straight because of the radical curve of the side panels.

We would like to see better pedal height adjustment on the rear brake. *Any* brake pedal height adjuster would be nice. Yamaha is the only major brand without a way to set pedal height.

Several test riders hooked their legs on the back edge of the radiator wing (right side).

QUESTION TEN: WHAT DO WE REALLY THINK?

MXA test riders are a finicky group. They have access to every motorcycle made, so when one bike sits in the palatial *MXA* workshop gathering dust, that is a sure sign it's not a very good bike. Over the last five years, the dust build-up on YZ125s has been downright embarrassing. Last year, it got polished off with some regularity—this year the only dust that will get near the '96 YZ125 will be from bikes it's lapping. It's a very good race bike. ❑

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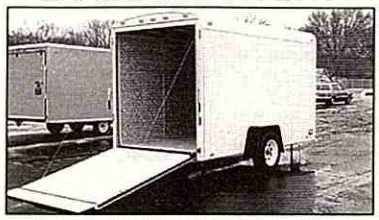

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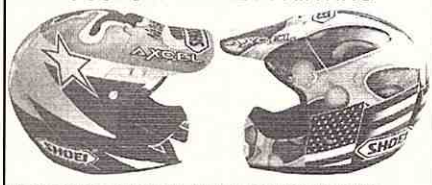

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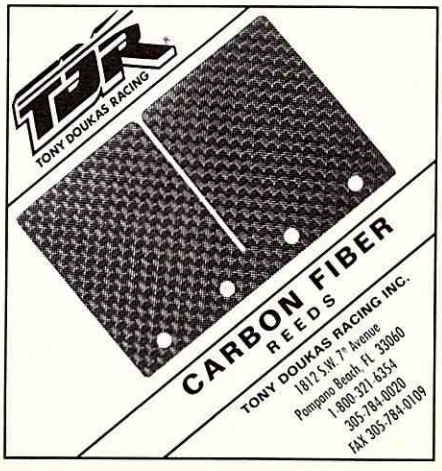

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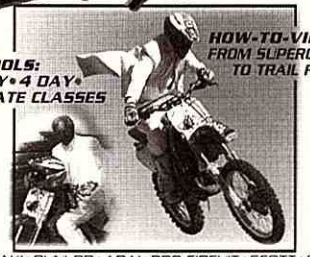

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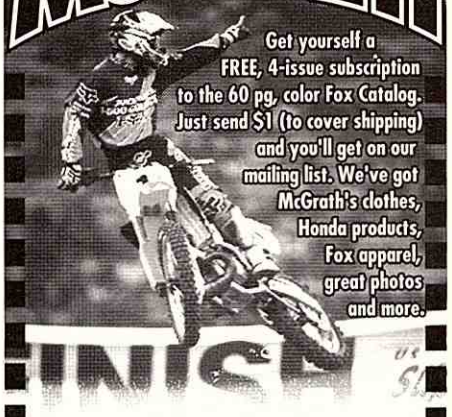

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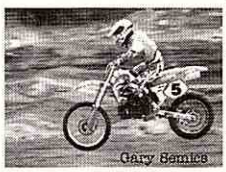

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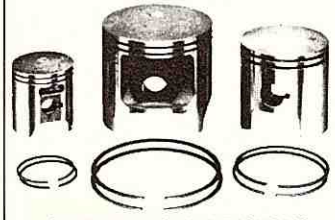

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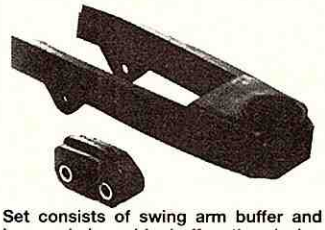

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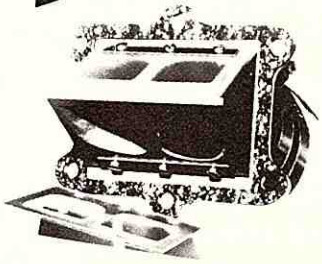

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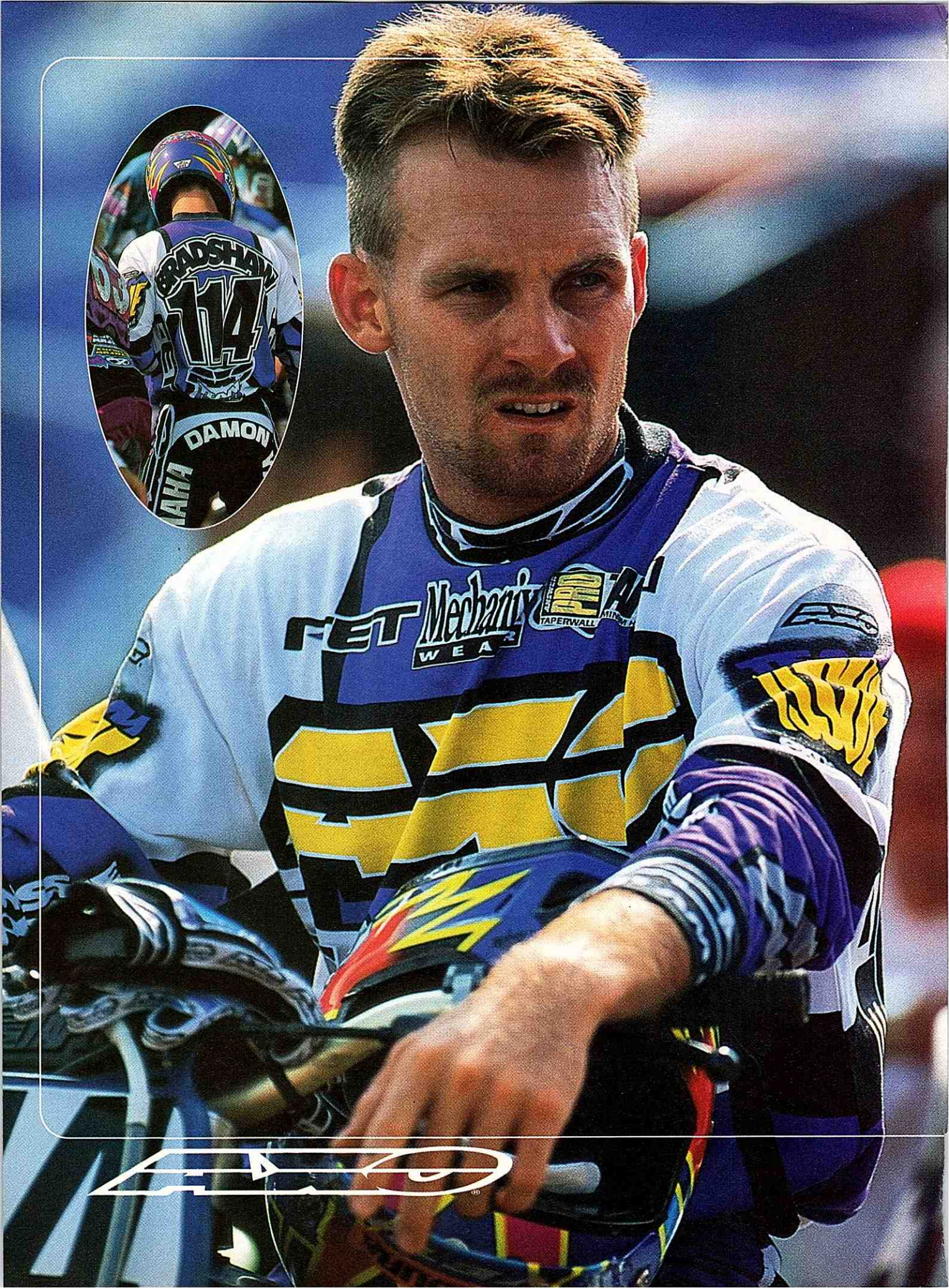
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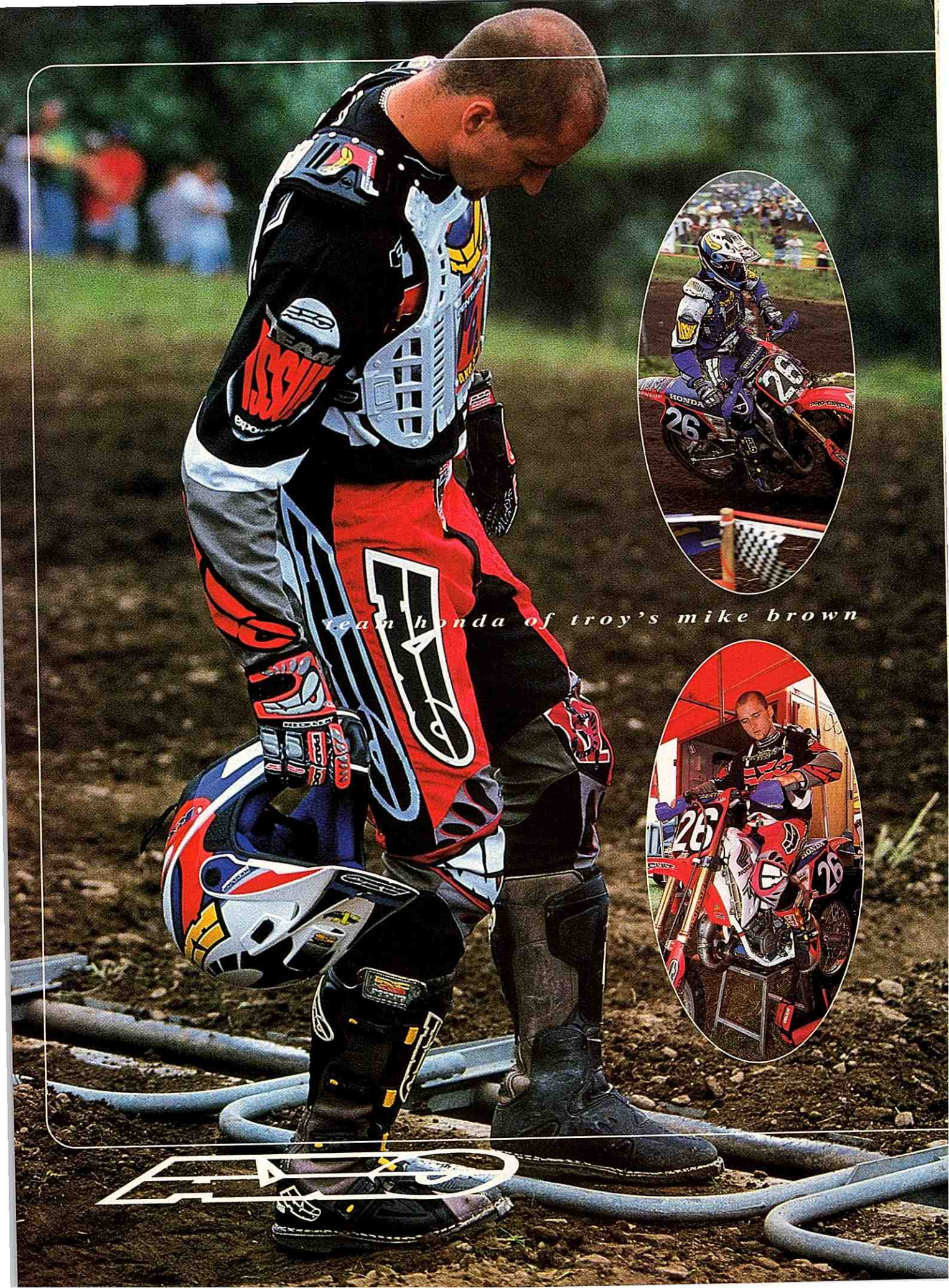
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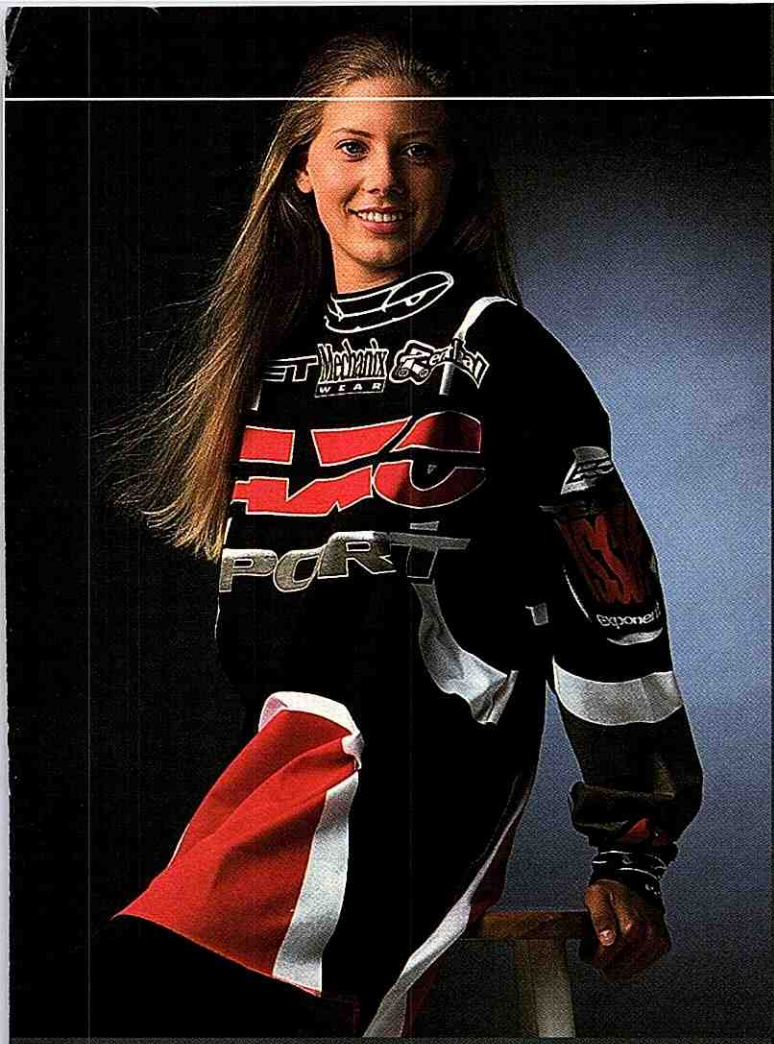

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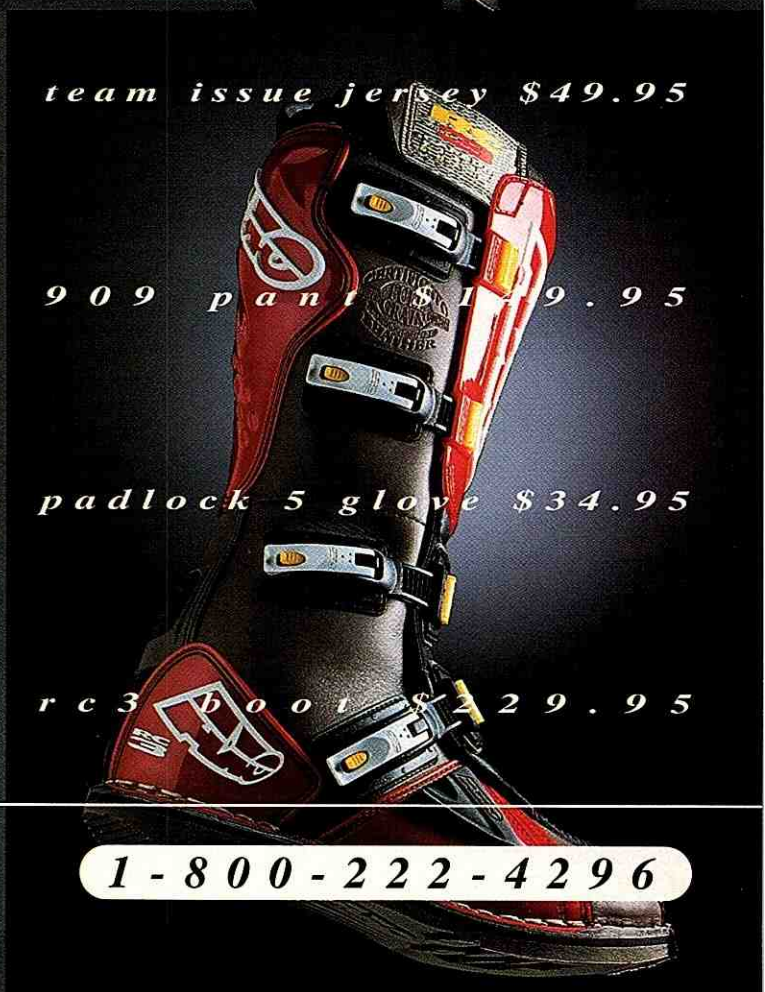

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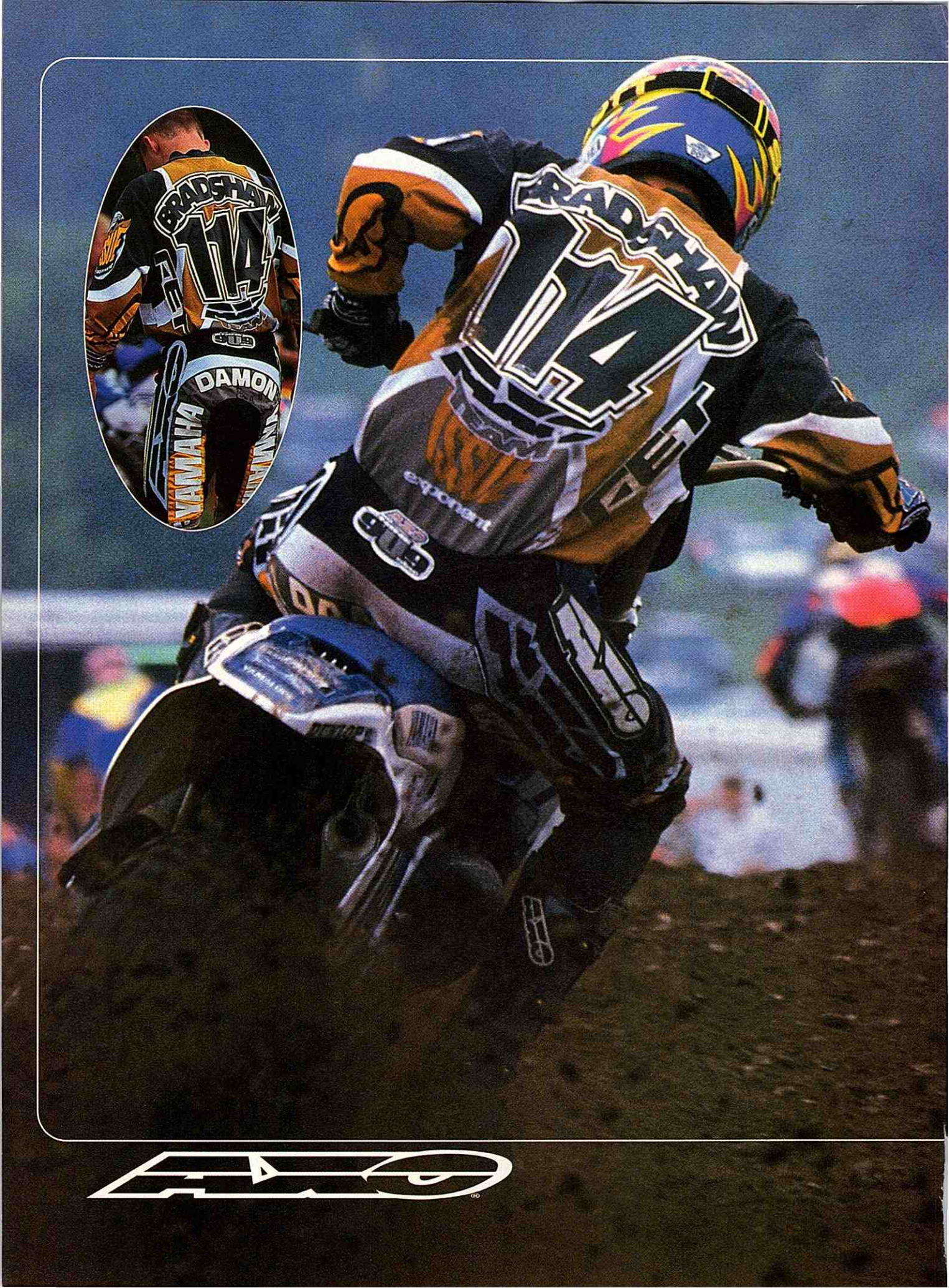
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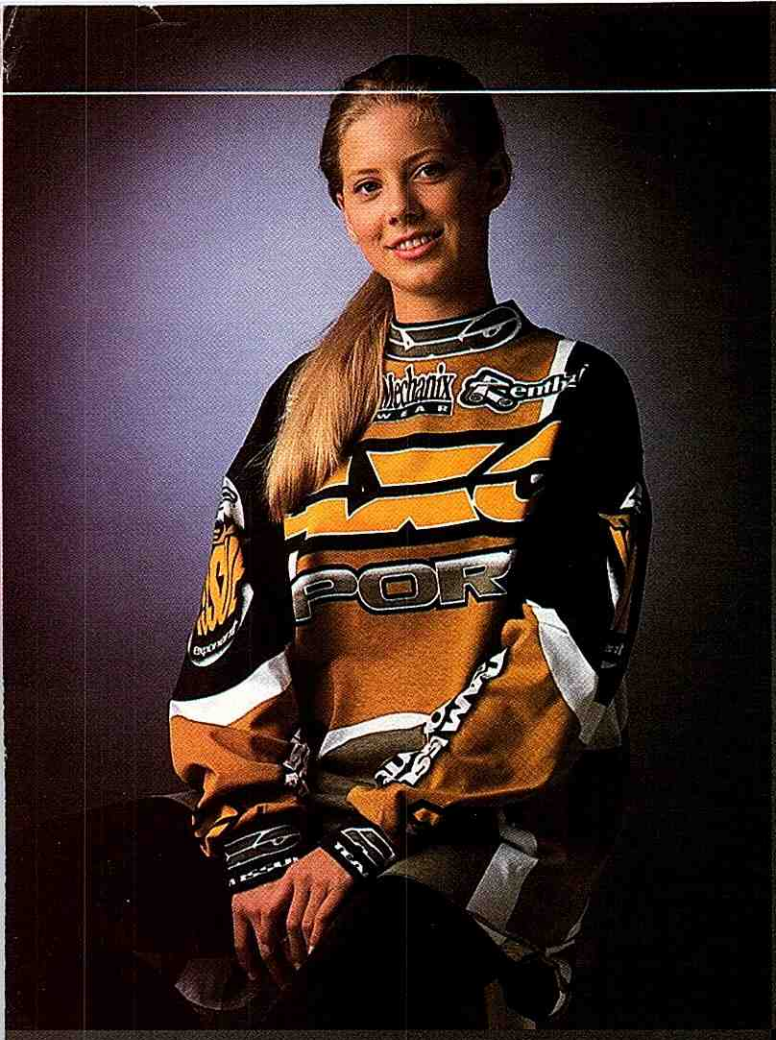

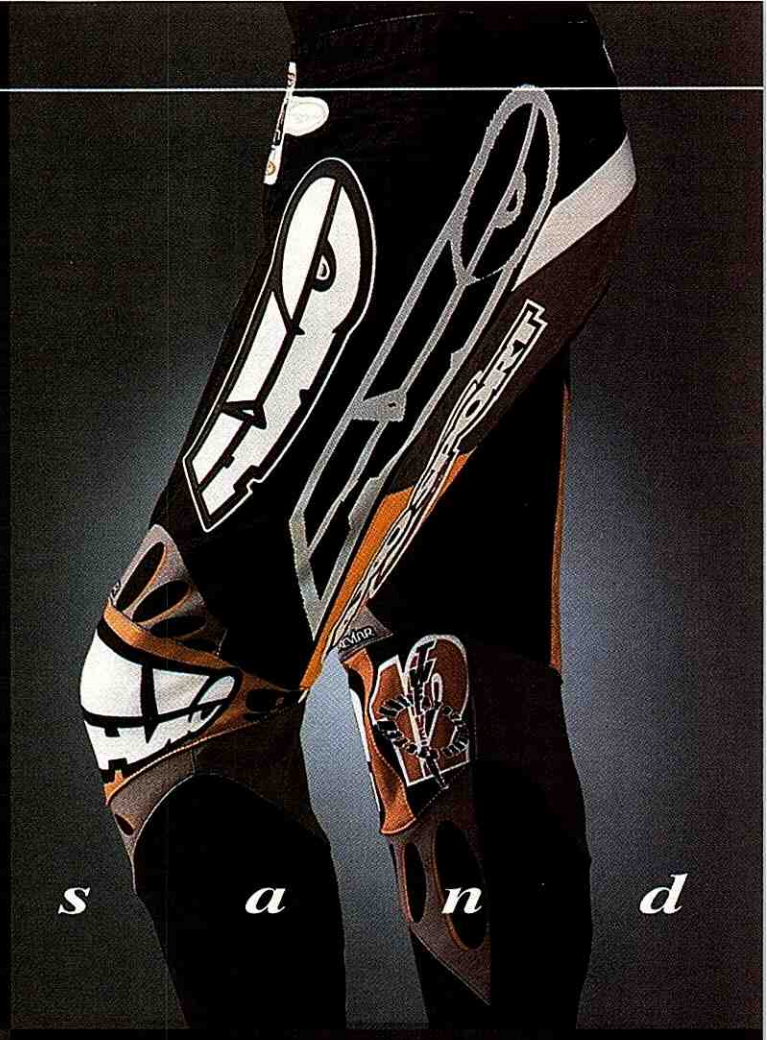

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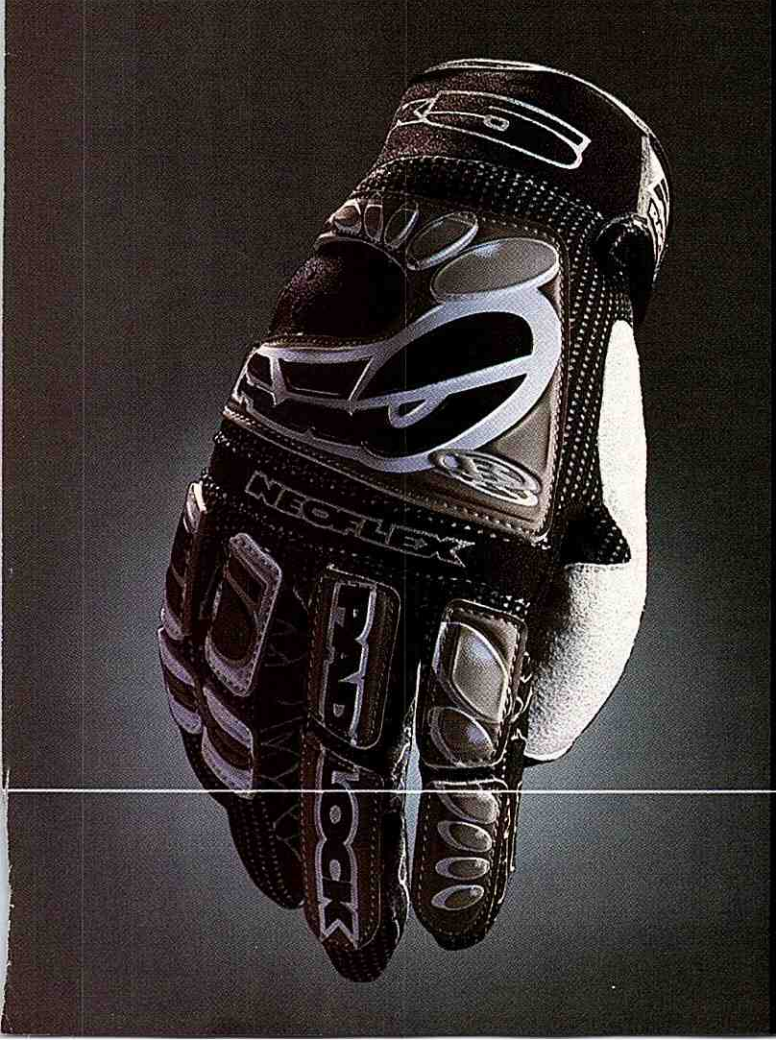

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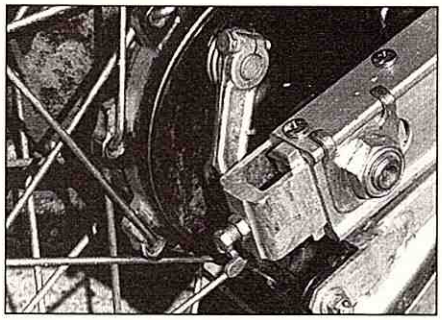
GREAT MOMENTS

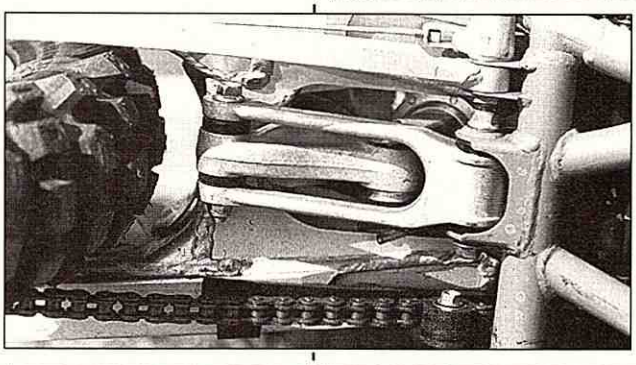
Moto history exam

❑ Everybody loves a quiz! The *MXA* wrecking crew developed Moto Challenge over a decade ago to test your knowledge of motocross trivia. This tough little teaser was difficult when it first appeared in our November '85 issue. We thought we would give you a chance to see if you got any smarter in the last ten years.

Question #1: Not the first motorcycle to use a power valve. What brand was this power valve system found on?

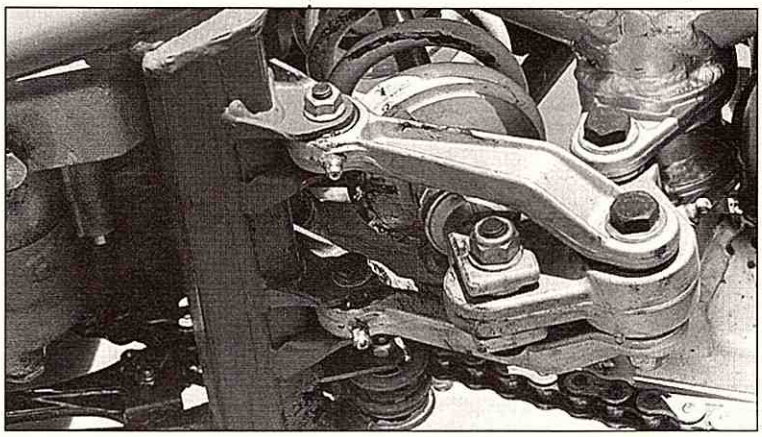


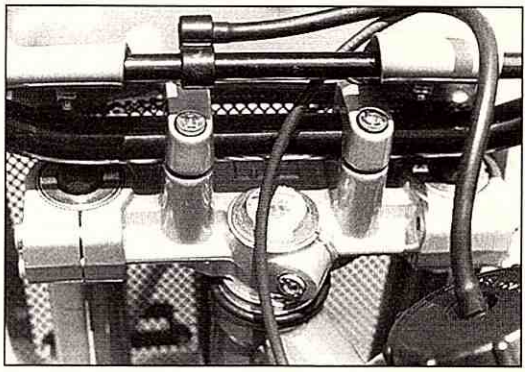
Question #2: Nope, it's not a piano-tuning fork. Can you name the brand of bike that used this link in '85?►



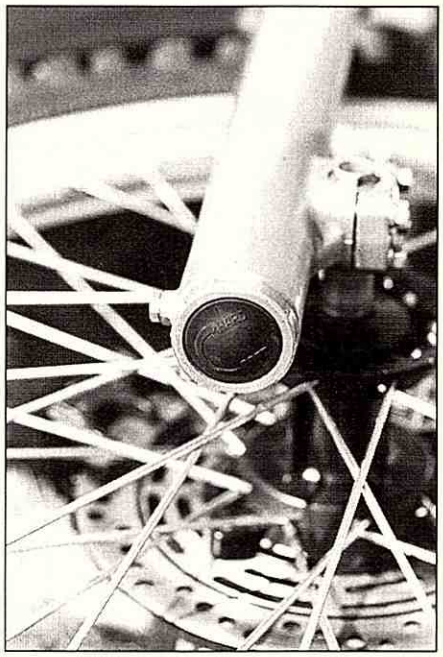
▲Question #4: Each brand has come up with its own unique way to adjust the chain. Name the brand that uses this boxy setup.

Question #3: Euro, Japanese or American? Name the brand that used these cast pieces on its rear suspension.►





Question #5: In case you younger riders are wondering, yes, that is a vented number plate. Try to name the bike that used the Swiss-cheese digit plate.



Question #6: Swing to the right and you get tight. Name the fork leg with this nifty compression adjuster. ❑

ANSWERS: 1. The KIPS system came on mean green Kawasakis. 2. This is a Honda Pro-Link that had been used since '81. 3. This hardware belongs to the Austrian-built KTM—it's European. 4. The square look in '85 was a Yamaha. 5. Cagiva. 6. It's a Showa fork leg from a Honda.

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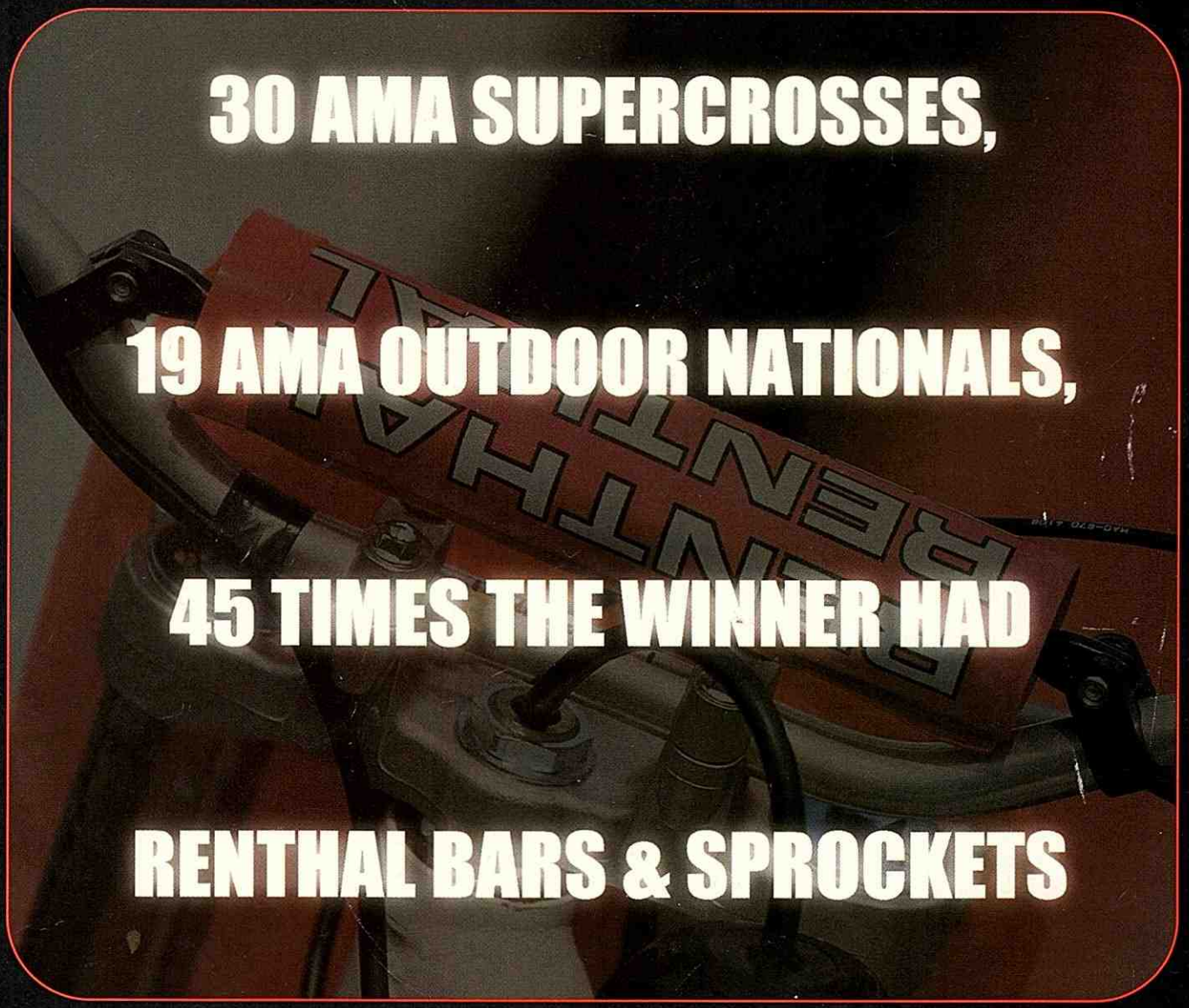

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